

NO MATTER WHERE IT'S GOING

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

REPRISE



[BRIAN E. SULLIVAN]

by Peter Dawes

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

Reprise

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FRONT COVER PHOTO

R-1: VIA No. 4 *Super Continental* arriving at Edmonton from Vancouver, led by FP9A No. 6507 (1979/12/23) [BRIAN E. SULLIVAN].

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DEDICATION

to my parents, Charles Haddon Spurgeon and Kathleen Lillian Dawes.

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 is a reprise of all my North American trips through **2023**, and is aimed mainly at those who would prefer to read a more concise version of the main volumes.

This is **VERSION 16** (for changes from the previous version, please see page 173).

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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IMPORTANT!

Please see the **INTRODUCTION** directly below for important information regarding copyright, ownership, use and acquisition of photos appearing in this document (specifically under **Photographs**, page 8).



[Canadian National notice (System
Time Table, 1967/04/30, 9, 25)]

INTRODUCTION

His train of thought always took the scenic route.

Victoria Glendinning
(*John Leonard, "New Books", 82*).

Welcome to this reprise of my North American rail-travel project. I thought the above quotation, made in reference to the writer, Leonard Woolf, pretty much fit my circumstances as well – at least where trains were concerned.

For those who are unfamiliar with my project, there are 10 main volumes, covering the 1950's, 1960's, 1st 1970's (1970-75), 2nd 1970's (1976-79), 1st 1980's (1980-82), 2nd 1980's (1983-89), 1990's, 2000's, 2010's and 2020's. I've also prepared three "Companion Documents": No. 1 (Train Details); No. 2 (Trip Details); and No. 3 (Equipment Details). As for the title of the project, *No Matter Where It's Going*, this is taken from a poem by Edna St. Vincent Millay, called "Travel" [*in Ludovic Kennedy, A Book of Railway Journeys, xxiv*].

I've been fortunate enough to travel by rail in North America during eight decades and counting. My trains have ranged from Canadian National's *Continental* of the late 1950's to Canadian Pacific's *Dominion* of the early 1960's; from CN's *Super Continental*, CP's *Canadian*, and Amtrak's *Southwest Limited* of the mid-1970's to Terra Transport's Carbonear narrow-gauge mixed of the early 1980's; from VIA's LRC and rebuilt, stainless-steel, Ontario-Québec Corridor fleets of the 1990's to VIA's *Canadian* and Alberta Prairie Railway Excursions' Big Valley tourist train of the 2000's; and from Amtrak's *Empire Builder* to Holland-America Line's *McKinley Explorer* of the 2010's. By decade, these trips have occurred as follows, through **2023** (in descending order): 1970's, 34%; 1980's, 21%; 2000's, 13%; 2010's, 12%; 1960's, 7%; 1990's, 7%; and 1950's, 3%. (The 2020's so far: 3%.)

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, *La Grande Allure: Travelling by train in Europe and elsewhere Overseas*.

NO MATTER WHERE IT'S GOING: REPRISE

The current document is organized as follows. **Chapter 1** summarizes my travels and passenger-rail developments by decade. **Chapter 2** offers statistics on number of trips taken and distances travelled, trips by route segment, trips on named trains, and number of cars & locomotives encountered. **Chapter 3** rates trains in various categories such as transcontinental, corridor, regional and excursion, and ends with (amongst others) favourite trips, worst trips, most embarrassing moments, noteworthy stations, and interesting water and bus services. **Chapter 4** is for equipment fans, describing cars and locomotives encountered. **Chapter 5** provides some brief concluding remarks.

There are also seven summary tables. The first five list trips in (or on): • Sleeping & Business Cars; • Club & Dayniter Class; • Turbo, Metroliner & Other Fast Trains; • Steam Hauled Trains; and • Some Other Trains of Interest. The final two show fastest and slowest average speeds recorded by year. Finally, there are a **GENERAL INDEX, BIBLIOGRAPHY, LIST OF PHOTOS, LIST OF SCANNED IMAGES**, and a note describing **CHANGES FROM PREVIOUS VERSION**.

As a reminder, this document now covers all years up to and including: **2023**.

I provide *photographs* throughout, none of which appears in the main volumes (although many are similar). Credit is given to the photographer and/or collection as applicable. These photos **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 many are several decades old, that colour photos are particularly vulnerable to deterioration, and that those involving night and winter trains often were taken in adverse lighting conditions.

Finally, this project is a *personal* account of rail and associated road, marine and air trips. 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 over this period. I strongly encourage feedback – everything from factual clarifications to minor typographical corrections; to representative train consists if you have them; to additional car and locomotive information; to photographs which might fill in gaps (or, where my efforts are concerned, improve on what I've included); and to the identification of photographers where missing so that full credit can be given in updated versions. Please contact me using the information shown on page 2 above.

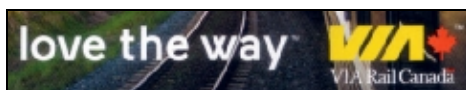
MAIN VOLUMES

For those unfamiliar with the main volumes, I provide – for each decade or period – the overall context, details of trips taken, places visited, and particularly noteworthy trips.

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

Then, 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, followed by departure time, arrival time, any major enroute stops, and purpose of the trip. (If more than one leg was involved, I mention the ultimate destination and connecting points at the start of the first leg.) I then describe any interesting aspects about the train and route taken, and things that happened along the way. I also offer 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, 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 configurations and history of selected cars and locomotives.

During the period up to and including 1973, most trips are reconstructed from memory and therefore are speculative (timings and car types are taken from public timetables and equipment lists, while equipment names and numbers are based on generally reliable reference documents and indicated in *Italics*). From 1974 onward, trips for the most part were fully recorded, including consists – gaps being filled in as described immediately above.



*["Guest Directory: Sleeper Plus
Class", 2019, back cover]*

ACKNOWLEDGEMENTS

As with the main volumes, I'd like to thank:

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

Specifically where this volume is concerned:

- The late Bruce Chapman, Sandra Dawes, Shaun Fawcett, Gerry Gaugl, Gary Hadfield, Scott Hartley, Bill Linley, Tom Matoff, Charlie Newton, Earl Roberts, Bob Sandusky, Dave Staplin, Brian Sullivan and Greg Thompson for supplying photographs; and
- Gerry Gaugl for providing a CP Dining car menu cover; Gordon Jomini for clarifying photo captions; Earl Roberts for assisting with locomotive nomenclature and VIA's equipment-rebuilding programs; and Doug Smith for supplying information on Park car murals, closure of Lévis station, and relocation of Great Canadian Raitour Co.'s Vancouver operations.

NO MATTER WHERE IT'S GOING: REPRISE

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

Finally, this volume is dedicated to my late parents, Charles Haddon Spurgeon and Kathleen Lillian Dawes. In particular, my father transferred his love of train travel to me at an early age, and by doing so laid the groundwork for these travels and a career in transportation.

Peter Dawes
Edmonton, Alberta
January, 2024.



R-2: Author's parents at Terrace BC in front of FP9A No. 6513, heading VIA No. 9 *Skeena* on its way from Edmonton to Prince Rupert (1982/10/16) [PETER DAWES].

ABBREVIATIONS

RAIL SERVICE PROVIDERS, TRACK & EQUIPMENT OWNERS

ACR	Algoma Central Railway
AM	Amtrak (National Railroad Passenger Corp.)
AMT	Agence métropolitaine de transport (Montréal)
APRE	Alberta Prairie Railway Excursions
ARR	Alaska Railroad
AT&SF	Atchison, Topeka & Santa Fe Railroad
BART	Bay Area Rapid Transit
BCR	British Columbia Railway/BC Rail
B&M	Boston & Maine Railroad
BN	Burlington Northern Railroad
CALT	Caltrain
CB&Q	Chicago, Burlington & Quincy Railroad
CN	Canadian National Railways
CNoR	Canadian Northern Railway
CP	Canadian Pacific Railway/CP Rail
CR	Consolidated Rail Corp. (Conrail)
CSS&SB	Chicago, South Shore & South Bend Railroad
C&T	Cumbres & Toltec Scenic Railroad (CO/NM)
CV	Central Vermont Railway (CN)
DAR	Dominion Atlantic Railway (CP)
D&H	Delaware & Hudson Railroad
D&RGW	Denver & Rio Grande Western Railroad
D&S	Durango & Silverton (CO) Railroad
GCRT	Great Canadian Railtour Co.
GO	GO (Government of Ontario) Transit
GTRS	Grand Trunk Railway System
GVC	Government of Canada
HAL	Holland-America Line

NO MATTER WHERE IT'S GOING: REPRISE

M-N	Metro-North Railroad
NCC	National Capital Commission
NJT	New Jersey Transit
NYC	New York Central Railroad
ONR	Ontario Northland Railway
ORA	Ontario Rail Association
PC	Penn Central Railroad
PRR	Pennsylvania Railroad
PSRMA	Pacific Southwest Railway Museum Association
S-BC	Ferrocarril Sonora-Baja California
SEPTA	Southeastern Pennsylvania Transit Authority
SOU	Southern Railway
SP	Southern Pacific Railroad
SSR	South Simcoe Railway
TL	TransLink
TT	Terra Transport (CN)
UP	Union Pacific Railroad
VIA	VIA Rail Canada
WP	Western Pacific Railroad
WP&Y	White Pass & Yukon Route
WRM	Western Railway Museum

OTHER SERVICE PROVIDERS & MISCELLANEOUS

ACLS	Acadian Lines
ASF	Alaska State Ferries
BCS	BC Steamship Co.
CTC	Canadian Transport Commission
GLC	Greyhound Lines of Canada
GLUS	Greyhound Lines U.S.
EP	Head-end Electric Power
LRC	Light-Rapid-Comfortable train
MLNH	Muskoka Lakes Navigation & Hotel Co.
MTOC	Metro Transit Operating Co. (Vancouver)

NO MATTER WHERE IT'S GOING: REPRISE

MUNI	San Francisco Municipal Railway
RDC	Rail Diesel Car
TTC	Toronto Transit Commission

SLEEPING ACCOMMODATIONS

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

EQUIPMENT MANUFACTURERS

ACF	American Car & Foundry
ANF	ANF Frangeco
ALCO	American Locomotive Co.
ALS	Alstom
BBD	Bombardier
BLW	Baldwin Locomotive Works
Budd	Budd Co.
CAF	CAF (Construcciones y Auxiliar de Ferrocarriles) USA
CCF	Canadian Car & Foundry
CRM	Colorado Railcar Manufacturing
EMD	Electromotive Division (GM)
GE	General Electric
GMD	General Motors Diesel Division

NO MATTER WHERE IT'S GOING: REPRISE

HS	Hawker-Siddeley
MC	Metropolitan-Cammell
MKA	Morrison Knudsen/Amerail
MLW	Montréal Locomotive Works
MPI	Motive Power Inc.
NSC	National Steel Car
PS	Pullman Standard
PUL	Pullman
RRM	Rader Railcar Manufacturing
RTAL	RENFE-Talgo of America
SMS	Siemens Mobility
UA	United Aircraft

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SCENIC-DOMES ON THE SCENIC
CANADIAN PACIFIC ROUTE

MONTREAL - VANCOUVER
TORONTO - VANCOUVER

*[From an announcement regarding the impending **Canadian**, which would go into service in 1955 (CP timetables, Folder A, 1953/09/27, inside front cover)]*

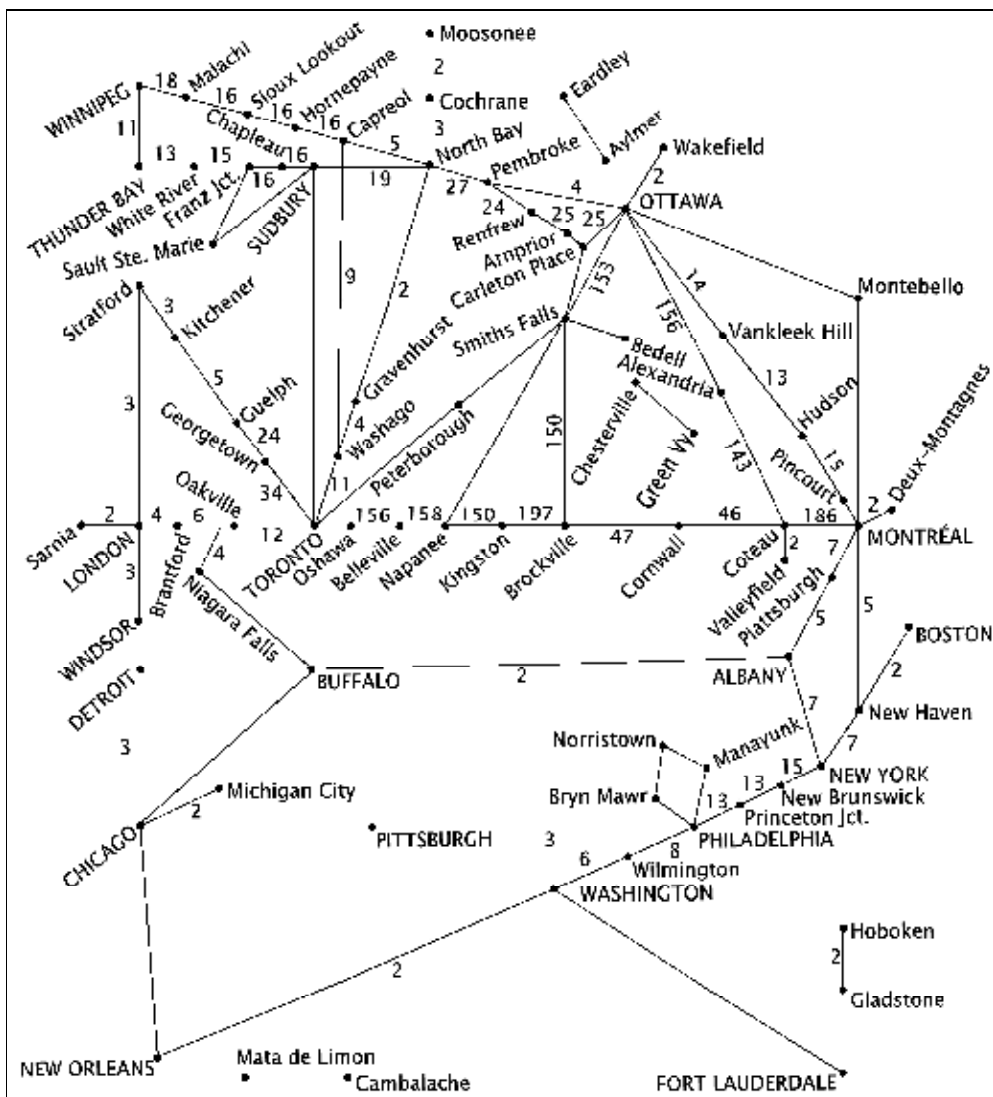
THE SERVICE PROVIDERS



[Sources: ARR: american-rails.com/arr; Algoma Central: cn.ca; amt: amt.qc.ca; Amtrak: New York, Philadelphia timetable (Jan. 6, 1974); APRE: absteamtrain.com; bart.gov; BCR: Passenger Train Schedule (June 3, 1984); BC Rail: Passenger Train Schedule (Apr. 1986); Caltrain: (misplaced); Chicago, South Shore & South Bend: nctd.com; CNR: Wilson, A National Passenger Chronicle I, p. 2; cn.ca; CPR: System Time Table (Sept. 28, 1952, p. 58); "CP Rail Ferry Services" (Mar. 15, 1969); cumbrestoltec.com; drgw.org; gotransit.com; D&S: souvenir ticket; GCRT: rockymountaineer.com; Holland-America gohal.com; LMC: brochure; M-N: ctpost.com; NCC: canadascapital.gc.ca; njtransit.com; ontc.on.ca; Pacific Southwest Railway Museum: sdrm.org; PRR: Drury, Historical Guide (p. 252); septa.com; Southern & SP: McDonald, Diesel Locomotive Rosters (pp. 106, 103); SPR: 2012 bro.; SSR: 2018 bro.; SSCR: swistravellercr.com/costa-rica/; Terra Transport: Angus, Canadian Rail No. 407 (p. 193); translink.ca; VIA: National Timetable (Oct. 29, 1995, cover); WP&Y: NRPC, Official Guide (May 1970), p. 624; wrm.org; Wheatland Express ticket (2023)]

ROUTE SCHEMATIC 2: ONTARIO & EASTERN U.S. [ALL DECADES]

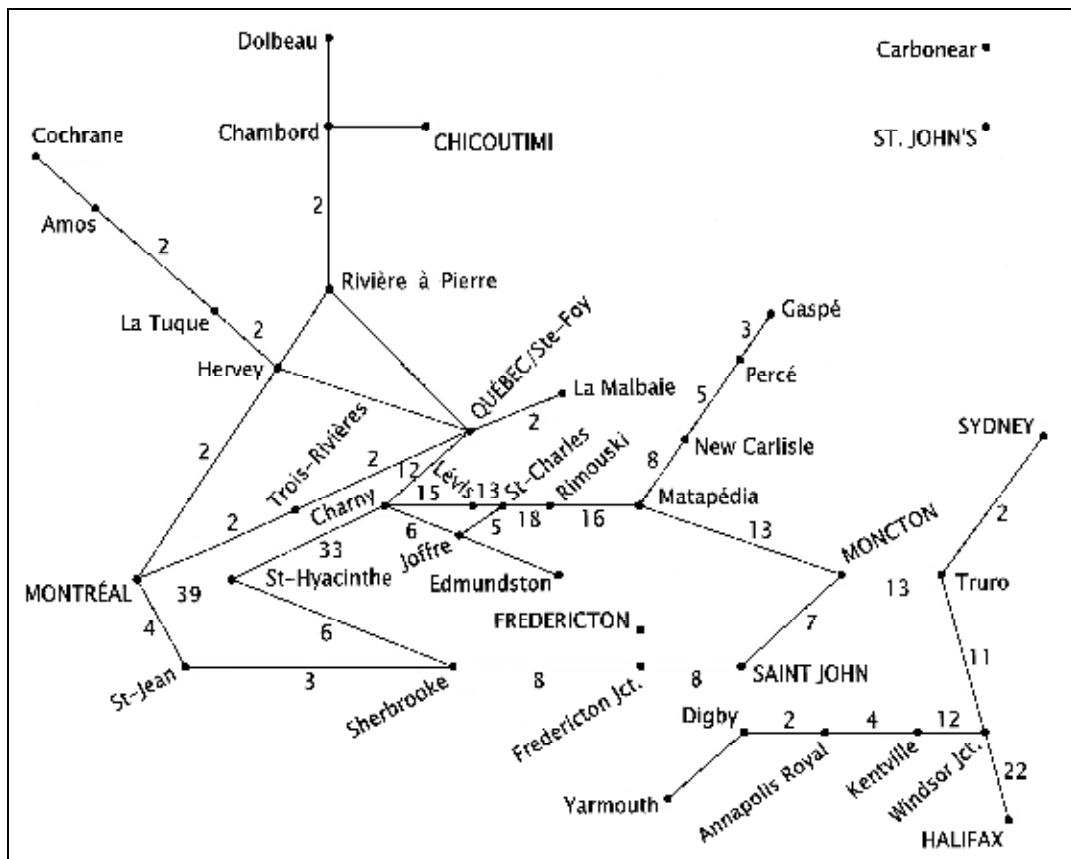
[Showing number of one-way trips by segment (one such trip unless shown otherwise); frequency not shown due to space limitations: Carleton Place-Arnprior, 24; Montréal-Pincourt, 18; Montréal-St Constant, 2; Toronto-Barrie, 2; Toronto-Oshawa, 154; segments not shown: Tottenham-Beeton, 2; New York-Katonah, 2]



ROUTE SCHEMATIC 3: QUÉBEC & ATLANTIC CANADA

[ALL DECADES]

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



NO MATTER WHERE IT'S GOING: REPRISE

REPRISE



R-3: VIA No. 67 *Metropolis* passing Kingston Mills, just east of Kingston ON, its classic, all-LRC, Montréal-Toronto consist featuring three cars and locomotives at either end (1993/08/06) [GERALD E. GAUGL].

Chapter 1

REVIEW BY DECADE



R-4: CP No. 4 *Dominion* waiting to depart Ottawa Union Station for Montréal, led by FP7A No. 1431 (1965/06/24) [BRUCE CHAPMAN].

THE 1950's



R-5: CP No. 543 (or 545) arriving at Quyon QC, on its way from Ottawa to Waltham, behind 4-6-0 No. 424 (*late 1940's/early 1950's*) [CHAPMAN COLLECTION].

Number of trips: 32; **Distance travelled:** 2,572 km (1,605 mls).

This chapter summarizes my travels and passenger-rail developments by decade. As I describe in the first volume, my interest in trains began as a young boy during the 1950's. For the first four years of that decade, our family lived in Aylmer QC, then moved to Alexandria ON. The first train I recall taking was CP's Waltham local "up the line" to Eardley, but most trips were to occur on CN between Alexandria and either Ottawa or Montréal.

This was a time of great transition for the railways, as they moved from steam to diesel-electric power (referred to below as simply "diesel"). Indeed, 21 of my trips were behind steam during this decade; the other 11, diesel. CN and CP also upgraded their passenger fleets, introduced new transcontinental

NO MATTER WHERE IT'S GOING: REVIEW BY DECADE

trains, and began improving intercity services. Alas, the number of people using trains continued to decline, mostly because of the private automobile but also competition from other public modes of transportation.

THE 1960's



R-6: CN No. 2 *Super Continental* passing Hurdman after leaving Ottawa Union Station for Montréal, led by FP9A No. 6541 (1963/06/01) [BILL LINLEY].

Number of trips: 64; **Distance travelled:** 12,925 km (8,066 mls).

Our family relocated from Alexandria to Metcalfe ON in 1962. Most of my trips during this decade involved CN and CP in the Montréal-Ottawa-Toronto triangle, but the Pennsylvania Railroad also contributed a handful in the U.S. Northeast Corridor. Having graduated from university, I began a long association in 1969 with the Canadian Transport Commission (CTC), the body responsible for regulating CN and CP – and therefore most of the country's passenger trains.

NO MATTER WHERE IT'S GOING: REVIEW BY DECADE

This decade saw the demise of CP as an active passenger competitor and emergence of CN as an aggressive, innovative operator on the North American scene. The ending of the Pool Agreement in 1965 played an important role in this transition, as it allowed CN to improve Corridor services. While Americans saw their passenger trains decline inexorably, Canadians came to benefit from substantially improved service and innovative pricing, compared to a decade earlier.

THE 1970's

Number of trips: 314; **Distance travelled:** 143,057 km (89,282 mls).

Except for taking a year off to pursue further university studies, I worked for the CTC's Research Branch during the entire 1970's.

By 1976, I was spending more and more time on passenger-train issues as a resource person for the Commission's Railway Transport Committee, which was conducting restructuring hearings throughout the country. I also did a large amount of train travel at my own expense to visit family and friends, or just to explore Canada and the U.S. (included was one excursion in Mexico). In addition to CN, CP, VIA and Amtrak, I sampled trains provided by railways such as Algoma Central, Ontario Northland, Denver & Rio Grande Western, Southern, and White Pass & Yukon. Throw in three holidays in Europe involving much rail travel, and it was one busy decade in this regard.

CN continued to be Canada's main rail-passenger service provider through mid-decade, although CP still ran *The Canadian*, *Atlantic Limited* and certain other trains. By 1979, a new crown corporation, VIA Rail Canada, had taken over most of these services. Also by this time, the western and eastern transcontinental services of both railways had been combined in accordance with "Final Plans" issued by the CTC. In the U.S., Amtrak began its uncertain existence using aging cars and locomotives bequeathed by the railways, but went on to rebuild the best of these cars (the "Heritage" fleet) and purchase a lot of new equipment (including Amfleet cars for eastern trains and Superliners for western long-distance services).

NO MATTER WHERE IT'S GOING: REVIEW BY DECADE



R-7: Amtrak No. 3, the Chicago-to-Los Angeles Southwest Limited, discharging passengers and baggage at Pasadena CA, its final intermediate stop (1973/12/23) [GREGORY L. THOMPSON].

THE 1980's

Number of trips: 196; **Distance travelled:** 87,215 km (54,431 mls).

I continued to work for the CTC until the fall of 1982, when I moved to Edmonton to accept a position with the Government of Alberta. In late 1984, I was seconded to the federal Rail Passenger Action Force in Ottawa for six months. Despite my change of employer and home base, I made a fair number of interesting rail trips this decade, mostly within Canada but some in the U.S. as well. In addition to VIA and Amtrak, the service providers included British Columbia Railway/BC Rail (referred to below as the latter) and California commuter operator, Caltrain. I also took five holidays in Europe, the last three with Sandra.

NO MATTER WHERE IT'S GOING: REVIEW BY DECADE



R-8: VIA No. 64 *Meridian* near Cornwall ON, the sun going down on a winter's afternoon (1982/02/??) [C.W. NEWTON].

In 1981, the federal government substantially reduced VIA's funding, resulting in the *Super Continental* and *Atlantic* being discontinued. As recommended by the Action Force, a new government directed VIA to reinstate these and certain other trains in 1985. In the Ontario-Québec Corridor, VIA introduced LRC ("Light-Rapid-Comfortable") trains in 1982 and significantly reduced trip times on the Ottawa-Kingston-Toronto route through track upgrading. In the U.S., Amtrak further modernized its fleet, but still lived a precarious existence due to inadequate funding.

THE 1990's

Number of trips: 63; **Distance travelled:** 14,641 km (9,137 mls).

While continuing to work for the Government of Alberta throughout this decade, I was able to make some interesting train trips within Canada (the service providers including Great Canadian Railtour Co. and Ontario Northland), but managed only a handful of short journeys in the U.S. Sandra and I took three overseas holidays, two in Europe, one in Australia and Fiji.

NO MATTER WHERE IT'S GOING: REVIEW BY DECADE



R-9: VIA No. 57 *La Salle* speeding through Beaconsfield QC on its way from Montréal to Toronto, F40PH-2 No. 6412 heading six cars (1998/03/25) [ROBERT SANDUSKY].

Early in 1990, the federal government cut VIA's funding pretty much in half. Major changes included: the operation of just a single, tri-weekly, Toronto-Vancouver train called the *Canadian* over the CN route; reduction to tri-weekly of both the *Ocean* and *Atlantic* between Montréal and Halifax; and substantial cuts in frequency in the Ontario-Québec Corridor. Over the decade, the corporation was able to extend the life of its equipment by rebuilding older stainless-steel cars with Head-end Electric Power, including the former CP *Canadian* fleet and a group of cars obtained in the U.S.

Amtrak continued in pretty much of a holding pattern, lurching from funding crisis to funding crisis. However, the federal government did provide monies for a Northeast Corridor High-Speed Rail Improvement Project designed to upgrade track and complete electrification of the Washington-Boston route.

THE 2000's



R-10: VIA No. 2 *Canadian* being serviced in Winnipeg, with Observation Lounge Dome Sleeper GLACIER PARK on the bridge and CN's former Fort Garry Hotel in the background to the right (2004/09/28) [PETER DAWES].

Number of trips: 117; **Distance travelled:** 48,174 km (30,065 mls).

While most of my train trips during the 2000's were on VIA, other service providers included Alberta Prairie Railway Excursions (APRE), Montréal's Agence métropolitaine de transport, GO Transit, Durango & Silverton, and Amtrak. After retiring in 2002, I visited family and friends in Ontario and Québec, made several journeys on the *Canadian* (also one on *Chaleur* and one on *Ocean*), took Amtrak's *Adirondack* and *California Zephyr*, and enjoyed steam excursions in Alberta and Colorado. Sandra and I twice went holidaying in Europe, each time involving the usual bonanza of rail travel and an Atlantic ocean crossing.

NO MATTER WHERE IT'S GOING: REVIEW BY DECADE

VIA further renewed its fleet during the early 2000's with the introduction of new General Electric "Genesis" locomotives and "Renaissance" cars originally built in Britain for use through the Chunnel to continental destinations but never placed in service. By the end of the decade, several programs were underway or pending regarding significant equipment upgrades, as well as track and station improvements, mainly between Montréal, Ottawa and Toronto.

In the U.S., Amtrak introduced Bombardier-built "Acela" trains on the newly improved Northeast Corridor route, but continued to lack funding sufficient for operating, let alone capital, requirements. Other corridors were upgraded, thanks partly to state funding. By the end of 2009, the Obama administration seemed more likely to support passenger rail than any predecessor.

THE 2010's



R-11: Amtrak No. 68 *Adirondack* departing Montréal's Central Station on its way to New York, full-length Dome car OCEAN VIEW behind Genesis locomotive 197 for autumn foliage viewing (2010/10/17) [SHAUN R. FAWCETT].

Number of trips: 113; **Distance travelled:** 51,823 km (32,343 mls).

NO MATTER WHERE IT'S GOING: REVIEW BY DECADE

Service providers this decade included Alaska Railroad (ARR), Amtrak, Holland-America Line (HAL), Le Massif de Charlevoix (LMC), Swiss Travel Costa Rica, and White Pass & Yukon Route (WP&Y). Twin purposes continued to be visiting family and friends, while doing some train-riding. Interesting trains included: • VIA's *Canadian* and *Ocean*; • LMC's *Le Train du Massif de Charlevoix*; • Amtrak's *Adirondack*, *City of New Orleans*, *Coast Starlight*, *Crescent*, *Empire Builder* and *Silver Meteor*; • ARR's *Denali Star*; • HAL's *McKinley Explorer*, and • WP&Y's Skagway-Fraser Meadows steam excursion.

In Canada, federal Conservative "stimulus" funding led to VIA station improvements, some rebuilt rolling stock and reduced trip times, largely in the Ontario-Québec corridor – promptly followed by a large cut to VIA's overall operating funding, after which some frequencies were reduced (most notably, on the *Canadian* and *Ocean*). The subsequent Liberal government approved the upgrading of existing equipment (in some cases, to improve accessibility), the replacement of Ontario-Québec Corridor equipment, and money to study a dedicated passenger route between Toronto, Ottawa, Montréal and Québec. In the U.S., the second Obama administration proceeded with a program aimed at introducing "high-speed rail" (more accurately, improving conventional trip times) in various corridors, as well as new equipment for eastern long-distance routes. Trump's initial budget proposal called for the elimination of all Amtrak services outside of the Northeast, but Congress continued to have a big say in such matters.

THE 2020's

Number of trips: 28; **Distance travelled:** 19,054 km (11,892 mls).

I resumed train travelling in 2022, after sitting out during 2010 and 2021 thanks to Covid-19. So far, trips have been on VIA, Alberta Prairie and Wheatland Rail (WR). My rationale continued to be visiting family and friends – and plain train-riding. Interesting trains included VIA's *Canadian*, No. 59 from Ottawa to Toronto in the Business car (twice), No. 37 from Québec to Ottawa in new Siemens Charger/Venture equipment, and Wakaw to Cudworth SK on a WR excursion.

During the early years of this decade, VIA's route network and services remained largely static, a reflection perhaps of the drastic impact of Covid-19. The corporation was in the process of introducing new ChargerVenture train sets in the Ontario-Québec Corridor, and continued to evaluate a dedicated passenger route between Toronto, Ottawa, Montréal and Québec City. In the United States, the Biden administration

NO MATTER WHERE IT'S GOING: REVIEW BY DECADE

returned the focus to Amtrak, after four lost years under Trump, and restored cuts made to long-distance trains. Some high-speed and other initiatives were underway, but were modest compared to many countries in Europe and Asia.



R-12: VIA No. 1 *Canadian* being refueled at the refurbished Sioux Lookout ON station, on its way from Toronto to Vancouver (2022/06/27) [PETER DAWES].

RANDOM PASSENGER TRAIN MOMENT NO. 1

As the below advertisements show, my train riding has spanned the era from the once ubiquitous railway telegram (1950's) to Wireless-Fidelity in VIA's LRC cars (2020's). Way back then, you could hand the Conductor a telegram form, which he delivered to the agent at the next stop for transmittal; by the 2010's, you could access the Internet right from your seat.



[CNR-GTRS System Time Tables, 1959/04/26, 9]; ["Stay Connected" brochure, 2006/02, cover]

Chapter 2 OVERALL SUMMARY



R-13: VIA No. 2 *Canadian* snakes its way through the Cypress Hills of Saskatchewan, photo taken through the window of rear-end Observation Lounge Dome Sleeper LAURENTIDE PARK (1980/07/25) [PETER DAWES].

TRIPS TAKEN AND DISTANCES TRAVELLED

Number of trips – 927; **Distance travelled** – 380,843 km (237,684 mls).

This chapter provides statistics on the: • number of trips taken; • distances travelled; • trips by route segment; • trips on named trains; and • number of cars and locomotives encountered. Both **recorded** and **assumed** (mostly before 1974) trips are included.

Within North America, I've been fortunate enough to travel, by rail in 69 years, the equivalent of nine times around the world. The average has been 13 trips and 5,519 km (3,445 mls) per year in which travel occurred. The most trips occurred in 1974 at 63, followed by 52 in 1981 and 51 in 1977. Where distance is concerned, 1981 leads with 26,834 kilometres (16,747 miles), just shading 1974 and 1976. The fewest trips? None in 2020 or 2021, due to Covid-19; exactly one in 1996, slightly more than the two taken in both 1955 and 1990. The shortest annual distance was 180 kilometres in 1955, compared to 201 in 1953 and 209 in 1996 (112, 125 and 130 miles; respectively).

Canadian-based Service Providers:

Number of trips – 812; **Distance travelled** – 314,141 km (196,055 mls).

Canadian-based service providers have accounted for 88% of trips and 82% of distance. VIA leads with 525 trips, followed by CN with 210 and CP with 36. This CN-CP split is not surprising, given the former's status, back then, as a government entity having social and political obligations, and its 1960's passenger revival. As for distance, VIA again leads with 228,073 kilometres, followed by CN at 67,664 and CP at 20,506 (142,340; 42,217; and 12,798 miles; respectively).

American-based Service Providers:

Number of trips – 108; **Distance travelled** – 55,269 km (34,493 mls).

NO MATTER WHERE IT'S GOING: OVERALL SUMMARY

Amtrak leads with 59 trips, followed by Bay Area Rapid Transit (BART) at 11 and Durango & Silverton at 7. Where distance is concerned, Amtrak again is first with 49,574 kilometres, followed by Southern with 1,874, Rio Grande with 447, and Alaska with 378 – the Southern and Rio Grande choosing to continue operating their own trains after Amtrak began (30,939; 1,170; 279; and 236 miles; respectively).

Mexican & Costa Rican-based Service Providers:

Number of trips – 3; Distance travelled – 520 km (325 mls).

These numbers relate to the single excursion I took in Mexico (provided by Pacific Southwest Railway Museum Association of San Diego CA), and a solitary one-way trip in Costa Rica (Swiss Travel Costa Rica).

Trips by Class of Travel:

In Coaches, etc. – 769; Sleeper class or Business cars – 158.

I've calculated that 83% of the trips have been in Coaches or other accommodation designed primarily for daytime use (such as Dayniter, Parlor and Club cars); the rest in Sleeper class and Business cars. However, the latter trips account for a hefty 55% of the distance – not surprising, considering that Sleepers are normally provided on longer routes.

Means of Propulsion:

Trips behind locomotives – 827; On self-propelled trains – 100.

Some 89% of trips have been behind locomotives and the rest on self-propelled trains; but only 4% of the distance travelled has been in the latter type, due to the relatively short routes involved.

Forty-five of the locomotive hauled trips were behind steam engines, on 2,844 km of track (1,774 mls).

NO MATTER WHERE IT'S GOING: OVERALL SUMMARY



R-14: Cumbres & Toltec Scenic Railroad excursion pauses at Osier CO, behind Mikado No. 483 (1973/07/18) [GREGORY L. THOMPSON].

TRIPS BY ROUTE SEGMENT

[Note: In this section, information is presented according to track-owning railways, not service providers]

Ontario-Québec Corridor:

Brockville-Kingston – 199; ***Montréal-Coteau*** – 188; ***Napanee-Belleville*** – 160. (All ***CN***)

In Canada, I've travelled over these segments most often, due to their location in the Montréal-Ottawa-Toronto triangle. Other prominent segments (no. of trips in brackets): Belleville-Oshawa (158); Alexandria-Ottawa (157), Oshawa-Toronto (156), Ottawa-Smiths Falls (154), and Smiths Falls-Brockville (151). At one time, CN owned all of these segments with the exception of Smiths Falls-Brockville (CP). Later on, VIA purchased most of the Ottawa-Smiths Falls, Smiths Falls-Brockville, and Ottawa-Coteau lines.

NO MATTER WHERE IT'S GOING: OVERALL SUMMARY

Québec:

Montréal-St-Hyacinthe – 39; St-Hyacinthe-Charny – 33; St-Charles-Rimouski – 18. (All CN)

The Montréal-Charny-Lévis (Québec City)-Matapédia route has been my most heavily travelled in Québec. (Please note that by the time I returned to this route in 2005, trains had been rerouted around Lévis.)

Maritimes:

Halifax-Windsor Jct. (CN) – 22; Moncton-Truro (CN) – 13; Kentville-Windsor Jct. (CP) – 12.

The Halifax-Windsor Jct. segment ranks first, split evenly between trains operated by owner CN and tenant CP. (CP's share involved Halifax-Yarmouth route trains involved subsidiary, Dominion Atlantic.)

Ottawa Valley:

Pembroke-North Bay (CP/CN) – 27; Ottawa-Carleton Place & Arnprior-Renfrew (CP) – 25; Carleton Place-Arnprior & Renfrew-Pembroke (CP) – 24.

Pembroke-North Bay was split 23 for CP and 4 for CN. The former's Ottawa-North Bay route led because VIA's rationalized transcontinental service went that way east of Sudbury/Capreol.

Northern Ontario:

Malachi-Winnipeg (CN) – 20; Capreol-Malachi (CN) – 18; Sudbury-Franz Jct. (CP) – 16.

Trips on the CP and CN routes have been fairly even across the land of forests and lakes. CP led during the pre- and early VIA eras, but CN has caught up since VIA's single transcontinental service began travelling over its rails west of Sudbury/Capreol.

NO MATTER WHERE IT'S GOING: OVERALL SUMMARY



R-15: *Super Continental and Canadian* side by side at Ottawa station, ready to depart for Vancouver (1973/05/17) [TOM MATOFF].

Canadian Prairies/Foothills:

Saskatoon-Edmonton (CN) – 42; Watrous-Saskatoon (CN) – 41; Winnipeg-Portage la Prairie (CN/CP) – 29.

CN's Edmonton-Edson and Portage la Prairie-Watrous segments follow at 21 each, then Edson-Jasper at 20, while the top CP segment was Calgary-Banff at 13. (The breakdown of Winnipeg-Portage trips has been 28 over CN and just one on CP.) With VIA eventually sending its transcontinental service over CN, this line has seen almost three times as many of my trips over the years as CP's southern prairie route.



[ribbonrail.com (Ken Houghton Rail Images)]

NO MATTER WHERE IT'S GOING: OVERALL SUMMARY

Canadian Rockies:

Jasper-Red Pass Jct. (CN) & Kamloops-Vancouver (CP/CN) – 14; Red Pass Jct.-Kamloops (CN), Red Pass Jct.-Prince George (CN) & Banff-Kamloops (CP) – 7.

The breakdown of through Kamloops-Vancouver trips has been 8 over CP and 6 on CN, all except two trips (one over CN and two over CP) happening in the days before directional running was introduced for most passenger and freight trains over much of this segment (CP eastbound; CN westbound). (In 2010, I took one trip over CP between Port Haney and Mission City on Translink's *West Coast Express*.)

U.S. Short Distance:

New York-New Brunswick – 15; New Brunswick-Philadelphia – 13; Philadelphia-Wilmington – 8. (All PRR/PC/CR/AM)

Northeast Corridor segments dominate this category, progressively owned – when my trips occurred – by the Pennsylvania, Penn Central, Conrail and Amtrak. (The New Brunswick referred to here is the New Jersey city, obviously not the Canadian province.) Honourable mention goes to New York-Albany and Plattsburgh-Rouses Point at 7, the latter owned by Delaware & Hudson (later CP).

U.S. Long Distance:

New Haven-Montréal (PC/B&M/CV/CN), Oakland/Emeryville-Davis (SP/UP), Portland-Seattle & Seattle-Vancouver (BN) – 5; Philadelphia-Pittsburgh (PC), Chicago-Joliet (AT&SF/ICG) – 4.

Chicago-Joliet was split 3 on Santa Fe and 1 on Illinois Central Gulf. Coming in at 3 trips was Davis-Roseville & Gerber-Portland (SP/UP). Among segments coming in at 2 were Rio Grande/later Union Pacific (Denver-Grand Jct.) and Southern/Norfolk Southern (New Orleans-Washington). The New Haven route was owned at the time by Penn Central, Boston & Maine, Central Vermont and CN; the others variously by Atchison, Topeka & Santa Fe, Burlington Northern, Southern Pacific and Penn Central.

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Mexican & Costa Rican:

Mexicali-Puerto Peñasco (S-BC) – 2; Mata de Limón-Cambalache (Incofer) – 1.

There have been just two segments, owned by Ferrocarril Sonora-Baja California of Mexico, and by Instituto Costarricense de Ferrocarriles (Costa Rican Railroad Institute, or Incofer), respectively.

TRIPS ON NAMED TRAINS

Ontario-Québec Corridor:

Capital – 53; Exec – 49; Lakeshore – 36. (All CN/VIA)

VIA retained these CN names, and was still using the first and last of them when it stopped including Corridor names in its timetables as of 1998. Other named Corridor trains with substantial trips have been *Bonaventure* at 24 (another original CN name), *Meridian* at 19, and *York* at 13. (Please note that, post-1998, I've continued to use VIA's train names in these volumes, and in these totals.)

Canadian Long Distance:

Canadian (CP/VIA) – 91; Super Continental (CN/VIA) – 29; Ocean (CN/VIA) – 22.

No surprises here. Other notables have been: *Atlantic Limited* (CP)/*Atlantic* (VIA) and *Panorama* (CN/VIA), both at 9; *Hudson Bay* (VIA) at 8; *Skeena* (VIA) at 6; and *Scotian* (CN/VIA) at 5. (These numbers include some relatively short trips made on these trains, such as Montréal-Ottawa.)



[CNR Time Tables, 1959/10/25, back cover]

NO MATTER WHERE IT'S GOING: OVERALL SUMMARY

U.S. Short Distance:

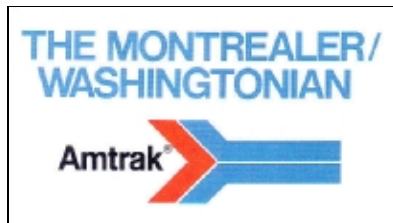
Adirondack (AM) – 7; DeWitt Clinton, Pacific International & Saint Clair (AM) – 2; [Several] – 1.

Among such trains taken once were famous names such as *Colonial* (Pennsylvania) and *Empire State Express* (Amtrak). A recent addition (2015) was *Acela Express*, Amtrak's high-speed train brand between New York and Washington.

U.S. Long Distance:

Coast Starlight – 6; Montréal/Washingtonian – 5; Southwest Limited & California Zephyr – 3. (All AM)

Coast Starlight and *Montréal/Washingtonian* have dominated, my first trip on the latter occurring early on when Amtrak followed tradition and used a different name (*Washingtonian*) for the southbound version. Taken twice were *National Limited* (Amtrak) and *Southern Crescent/Crescent* (Southern/Amtrak). And once: *City of New Orleans*, *Empire Builder*, *Lakeshore Limited*, *San Francisco Zephyr*, *Silver Meteor* and *Sunset Limited* (Amtrak); *Rio Grande Zephyr* (Rio Grande); *Denali Star* (Alaska Railroad); and *McKinley Explorer* (Holland-America).



[PRR, Passenger Train Schedules, etc. (1967/07/30), cover; Brochure, 1973/09; american-rails.com/arr]

Mexican & Costa Rican:

[None]

NO MATTER WHERE IT'S GOING: OVERALL SUMMARY



R-16: New York-bound Amtrak express passes New Brunswick NJ behind a GG-1 electric locomotive, the same type as used on the *Montréal* over this stretch (1974/12/10) [PETER DAWES].

NUMBER OF CARS AND LOCOMOTIVES ENCOUNTERED

Totals by Category:

Total – 8,734. (**Cars** – 7,098; **Locomotives** – 1,636.)

I've kept running totals of cars and locomotives encountered over the years, and am now past the 8,700 mark for the combined total.



[D&S Souvenir Ticket, 2008]

NO MATTER WHERE IT'S GOING: OVERALL SUMMARY

Coaches & Daynitters – 3,458.

The number of Coaches has reached 2,971 (including 27 Coach-Baggage “Combines”). There also have been 110 Daynitters and 314 self-propelled units (the latter including 166 Rail Diesel Car and other such units, as well as 148 electric). The Daynitters had fewer seats (52 compared to 72 or 76), comfortable leg rests, and larger washrooms than regular CN/VIA Coaches – all for a modest surcharge.

Parlor & Club Cars – 552.

Included here are such cars equipped with a food or lounge section. Parlors of various types have numbered 100 (including 19 Parlor Grills, 18 Buffet Parlors, 2 Café Parlors and 2 Parlor Lounges). Club cars total 450 (of which 424 are Club Galleys and 26 Buffet Club Lounges).

Sleeping & Business Cars – 1,192.

In addition to Sleeping cars in revenue service and Business cars, this category includes both Sleepers used as dormitories and Slumbercoaches (the latter an American concept featuring small rooms for Coach fare and a modest supplement). Sleepers of all types now total 1,139 (largely “modern” lightweight cars but including 28 heavyweights), while Business cars account for the rest, at 53.

Dining & Other Meal Cars – 355.

This category also includes Diner Lounge, Dinette and Lunch Counter cars. The number of Diners stands at 307 (including 51 Diner Lounges), 29 Dinettes, and 19 Café cars (of which 2 were Café Coaches).

Lounge Cars – 721.

Included here are Coach, Café Buffet, Observation and similar cars featuring a Lounge section. Sleeper Lounges have numbered 147, made up of 102 Observation Lounge and 45 Buffet Lounge units. Other cars total 574 (Café Lounges; Café Lounge Coaches; Buffet Lounges; Observation Lounges; and Open Observation cars).

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Baggage & Miscellaneous Cars – 825.

This category includes Dormitory and most other cars featuring a baggage section (but not Coach Baggage combines), plus cabooses and freight cars. Baggage, Express and similar cars now total 738 (including 104 Baggage Dormitories, 22 Baggage Mail, and 2 Baggage Generator cars). There have been 63 Freight cars (some carrying mail), 22 Express Refrigerators, and 2 Automobile carriers.

Locomotives & Related Units – 1,636.

Included here are Steam Generator and most other “hotel” cars (i.e., supplying power to the rest of the train). There have been 1,483 Diesels, 45 Steam engines, 21 Electrics, 10 Turbos, and 9 Dual Diesel/Electrics – plus 68 Generator units (steam or electric). The “Dual Diesel/Electrics” were designed to collect electric current for operation between Croton-Harmon and New York’s Grand Central Terminal or Penn Station.

Canadian-based Service Providers:

Total – 7,667. (Top three – VIA: 4,797; CN: 2,154; CP: 321.)

Canadian-based service providers have accounted for 88% of overall total units. Other sizeable providers have included Alberta Prairie at 114, Agence métropolitaine de transport at 56, GO Transit at 52, and Ontario Northland at 46.

American-based Service Providers:

Total – 997. (Top three – AM: 596; BART: 88; D&S: 78.)

Other major contributors have been White Pass & Yukon at 44, Pennsylvania at 29, Southern at 22, and Alaska Railroad at 21.

NO MATTER WHERE IT'S GOING: OVERALL SUMMARY



R-17: CN No. 98 *Northland* at Cochrane ON, its five cars having arrived from Kapuskasing behind FPA-4 No. 6772 (1977/07/29) [PETER DAWES].

Mexican & Costa Rican-based Service Providers:

PSRMA – 30; STCR – 3.

In Mexico, the majority of these units were owned by Sonora-Baja California, although operated for the Pacific Southwest Railway Museum Association. (The rest were contributed by PSRMA itself or private individuals.) Ownership of those operated for Swiss Travel Costa Rica was uncertain.



[sdrm.org]

NO MATTER WHERE IT'S GOING: OVERALL SUMMARY

RANDOM PASSENGER TRAIN MOMENT NO. 2

The lounge under the dome of each Canadian Pacific rear-end observation car featured an original mural by a Canadian artist, restored later by VIA under its HEP-1 program. Below is the mural in LAURENTIDE PARK, painted by the Québécois artist, Albert Cloutier.



[From CP brochure, 1964, courtesy Gerald E. Gaug]

Chapter 3

RATING THE TRAINS



R-18: CN tracks, Yellowhead Highway and Skeena River, from Buffet Lounge Sleeper FITZWILLIAM, carrying the markers of VIA Edmonton-Prince Rupert No. 9 *Skeena* (1982/10/16) [PETER DAWES].

CANADIAN WESTERN TRANSCONTINENTALS

In this chapter, I describe: • favourite trains in various categories (transcontinental; long distance; corridor; regional; excursion, urban and “interurbanish”); • fastest and slowest trains; • “bests, worsts, mosts and leasts” (e.g., best dining experiences, most embarrassing moments); • favourite stations; and • interesting ferry and bus services. The reader will see my top three choices within a box, accompanied by brief descriptions. (The anecdotes are taken from the main volumes.)

Favourite Trips Prior to VIA:

1. CN *Super Continental*, Jasper to Ottawa [1976]; 2. CP *The Canadian*, Calgary to Vancouver [1970]; 3. CP *The Canadian*, Ottawa to Vancouver [1973].

The 1976 *Super* was a 23-car, July party train packed with Canadians and visitors to our country, a great performance by CN during its last years in the transcontinental passenger business. My 1970 *Canadian* was quiet in comparison but introduced me to one of the world's finest long-distance trains, its Budd Co., stainless-steel equipment operating over a spectacular and historic route. The 1973 *Canadian* was my first trip from Ottawa all the way across to tidewater at Vancouver, albeit with a stopover in Regina – occupying a MANOR Sleeping car, enjoying meals in the Diner, and lounging in the Observation Lounge Dome Sleeper. Honourable mention goes to another *Canadian* trip, this one in 1976 from Ottawa to Winnipeg, featuring a cab ride in FP9A No. 1412 from Schreiber to Nipigon in northern Ontario.

The Canadian

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

Favourite Trips Since VIA:

1. *Canadian*, Toronto to Edmonton [2002]; 2. *Canadian*, Winnipeg to Ottawa [1981]; 3. *Canadian*, Vancouver to Lake Louise [1989]. (All VIA)

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R-19: VIA No. 2 *Canadian* arriving at Lake Louise AB from Vancouver, behind F40PH-2 6407 and F9B 6627 (1989/09/29) [PETER DAWES].

VIA's "Silver and Blue" class proved to be a real winner on my 2002 *Canadian* trip, with plenty of complimentary touches, excellent meals in the Diner, and good company in the PARK car. The 1981 trip was memorable because a sell-out of rooms in the Sleepers resulted in my getting to occupy the largest accommodation available, a Drawing Room in TREMBLANT PARK. My 1989 trip was part of an Edmonton-Prince Rupert-Victoria-Vancouver-Lake Louise-Banff holiday with Sandra, and proved to be my last traditional, transcontinental train over CP's Rocky Mountain route.

Longest Trains (Cars and Locomotives):

1. VIA *Canadian*, Toronto to Edmonton [2009] – 31; 2. CN *Super Continental*, Ottawa to Jasper [1976] – 28; 3. CN *Super Continental*, Jasper to Ottawa [1976] & VIA *Canadian*, Edmonton to Toronto [2004] – both 27.

NO MATTER WHERE IT'S GOING: RATING THE TRAINS



R-20: VIA No. 3 *Super Continental* ready to depart Capreol ON for Winnipeg and points beyond, led by FP9A 6512 (1978/10/15) [GERALD E. GAUGL].

These were amazing trains, with plenty of café, dining and lounge space. Both *Canadian's* had minimal Coach traffic ahead of the lead Café Lounge, such passengers being segregated from the older Silver & Blue Sleeper crowd. In contrast, both 1970's *Super's* had a better balance of Coach/Dayniter versus Sleeper passengers, and no restrictions on where passengers could go.

Most Revenue Sleepers (including Sleeper Lounges):

1. *Canadian*, Toronto to Edmonton [2009] – 19;
2. *Canadian*, Edmonton to Vancouver [2017] – 16;
3. *Canadian*, Toronto to Edmonton [2006], Edmonton to Toronto, Edmonton to Watrous & Watrous to Edmonton [2016] – 15. (All **VIA**)

(Please note that some Sleepers might have been serving as crew Dormitories.) Honourable mention goes to VIA/CN's *Super Continental*, Jasper to Ottawa [1976], at 9. The *Canadian* continued to offer Sections, Roomettes (sometimes Duplex Roomettes), Bedrooms, Compartments and Drawing Rooms in MANOR and CHÂTEAU cars (each equipped with a communal shower); while the *Super*, in its last years, emphasized

NO MATTER WHERE IT'S GOING: RATING THE TRAINS

these accommodations, minus the Compartments and Drawing Rooms, mostly in "E" and "RIVER" cars.

CANADIAN EASTERN TRANSCONTINENTALS

Favourite Trips (both prior to VIA and since):

1. CP *Atlantic Limited*, Montréal to Saint John [1977];
2. CN *Ocean/No. 18*, Montréal to Sydney [1977];
3. VIA *Ocean*, Montréal to Halifax [1985].

My 1977 trip on the *Atlantic Limited* was during CP's final period of operating its "Short Line" to the Maritimes, and was followed by a crossing of the Bay of Fundy on the railway's PRINCESS OF ACADIA and beyond through the Annapolis Valley to Halifax over subsidiary Dominion Atlantic Railway in a Rail Diesel Car (RDC). CN's *Ocean-No. 18* was my only trip through the Cape Breton highlands to Sydney, and was followed by an emotional public hearing on the future of this service. The 1985 trip to Halifax on VIA's *Ocean* featured a great evening with fellow Rail Passenger Action Force colleagues in EVANGELINE PARK – an appropriate name for a car heading to Nova Scotia.



[CNR Time Tables, 1956/
04/29, back cover]

Longest Trains (Cars and Locomotives):

1. VIA *Ocean*, Matapédia to Truro [1982] – 24;
2. VIA *Ocean*, Montréal to Matapédia [1982] – 22;
3. CN *Ocean*, Halifax to Montréal [1977] – 21.

Honourable mentions to: • VIA *Atlantic*, Montréal to Halifax [1981] and *Ocean/Chaleur*, Montréal to Matapédia [2007] – both 20; and • VIA/CN *Scotian*, Montréal to Rimouski [1977] and VIA *Ocean*, Montréal to Charny [2006] – both 19. The 2006 consist was impressive, in that this was purely the *Ocean* (additional Gaspé-bound *Chaleur* cars being attached as far as Matapédia on three other days of the week).

NO MATTER WHERE IT'S GOING: RATING THE TRAINS



R-21: CN No. 15 *Ocean* ready to depart Halifax in CN and VIA colours, behind FPA-4 6769 and F9B 6634 (1977/05/19) [PETER DAWES].

Most Revenue Sleepers (including Sleeper Lounges):

1/2. VIA *Ocean*, Montréal to Moncton & Moncton to Montréal [2014] – 9; **3.** VIA *Ocean*, Montréal to Charny [2006], also *Ocean/Chaleur*, Montréal to Matapédia & Matapédia to Montréal [2007] & *Ocean*, Montréal to Charny [2012] – all 7.

Honourable mention to VIA's *Atlantic*, Moncton to Montréal [1980] & Montréal to Halifax [1981], and *Ocean*, Halifax to Montréal [2009] – all 6. *Ocean*'s taken in this century featured Renaissance cars with "Standard" and "Deluxe" Bedrooms (the latter having individual showers). The 2007 eastbound *Ocean/Chaleur* was a mixture of both Renaissance and Budd stainless-steel cars, while the westbound had only the latter. Going back to the 1970's and 1980's, the CN/VIA trains offered much the same range of accommodation as the *Super*, mostly in "GREEN" and "RIVER" cars (no showers).

AMERICAN LONG DISTANCE TRAINS

Favourite Trips:

1. AM *Southwest Limited*, Chicago to Los Angeles [1975]; 2. AM *Coast Starlight*, Oakland to Seattle [1973]; 3. SOU *Southern Crescent*, New Orleans to Washington [1975].

Amtrak's *Southwest Limited* followed the route of the Santa Fe's *Chief*, *Super Chief* and other famous trains, through southeastern Colorado and the New Mexico desert beyond, with Sleeping car and "Hi-level" Coach portions. The *Coast Starlight* over Southern Pacific's Cascade Route was probably Amtrak's strongest long-distance train at the time, spiced up this trip by passenger-train *aficionado* Tom Matoff providing apt commentary along the way. Southern Railway still was operating a fine *Southern Crescent*, as Greg Thompson and I discovered, featuring a through Los Angeles-New York Sleeper and an appearance by Southern (later Amtrak) president Graham Claytor Jr. in Buffet Lounge Sleeper CRESCENT HARBOR. Honourable mentions: • Rio Grande's *Rio Grande Zephyr*, Denver to Grand Jct. [1974] (a scenic remnant of the Chicago-Oakland *California Zephyr*); • Amtrak's *California Zephyr* [2008]; and • the corporation's *Empire Builder* [2010] – the first two traversing the Colorado Rockies, the last-mentioned serving Glacier National Park and handling lots of intermediate traffic. One more: Amtrak's *Crescent*, Washington-New Orleans [2015]: good company and decent food, while reprising my 1975 trip on *Southern Crescent*.



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

Longest Trains (Cars and Locomotives):

1. *Coast Starlight*, Seattle to Portland [1980] – 22; 2/3. *Coast Starlight*, Oakland to Seattle [1973] & *Southwest Limited*, Albuquerque to Chicago [1974] – both 20. (All AM)

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R-22: Former Santa Fe Buffet Lounge No. 9353 at La Junta CO, a key component of Amtrak's Chicago-Los Angeles No. 4 *Southwest Limited* (1975/11/11) [PETER DAWES].

All of these trains were most impressive, but with less café and lounge space than was common on CN trains of the same era. Honourable mention: Southern's *Southern Crescent*, New Orleans to Washington in 1975, with 18 units from Atlanta north.

Most Revenue Sleepers (including Sleeper Lounges):

1/2. AM *Southwest Limited*, Albuquerque to Chicago [1974] & SOU *Southern Crescent*, New Orleans to Washington [1975] – both 5; **3.** AM *Coast Starlight*, Oakland to Seattle [1973] & Seattle to Portland [1980] – both 4.

Amtrak was still offering a fair amount of sleeping accommodation on its main transcontinental trains, mostly in Roomettes and Bedrooms. In contrast to the situation in Canada, few American trains of the “modern”,

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post-war era offered Sections, with their Upper and Lower berths.

CANADIAN CORRIDOR TRAINS

Favourite Day Trips Prior to VIA:

1. CN No. 50, Ottawa to Alexandria [1957];
2. CN Exec, Ottawa to Toronto [1973];
3. CN-CP *Inter-City Limited*, Toronto to Ottawa [1965].

During the summer of 1957, CN's Ottawa-Montréal No. 50 was scheduled to meet its westbound counterpart No. 51 at Alexandria station at 1927 hours, both powered by magnificent Northern or Mountain locomotives during the final era of regular steam operation on these trains. CN's evening Ottawa-to-Toronto *Exec* gets a mention, not because it was fast or luxuriously appointed, but because I used it so many times during those years. *Inter-City Limited* was a Pool train in its final months when I rode it back from Toronto – this Sunday version sporting five Parlor cars (three to Montréal; two to Ottawa) and two Diners (one to each city).

Favourite Day Trips Since VIA:

1. *Capital*, Ottawa to Kingston [1977];
2. *La Salle*, Toronto to Kingston [1997];
3. *Capital*, Kingston to Ottawa [1982]. (All VIA)

I took VIA's *Capital* on many a Sunday morning to visit my parents in Kingston – an unexceptional (and slow) train during the years before VIA upgraded the Ottawa-Brockville stretch, but like an old friend. I'm including a 1997 *La Salle* as representative of the stalwart LRC trains used many times between Toronto and Kingston, and due to its 1 hour, 57 minute timing – the best I've recorded on this segment. VIA's *Capital* gets a second mention, this time for an eastbound 1982 trip when it was combined, as far as Brockville, with a *Lakeshore* conveying several former CP stainless-steel cars headed from Vancouver to Montréal. (This was subsequent to the direct, Sudbury-Montréal *Canadian* portion being discontinued.)



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

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R-23: A 4-car, Montréal-to-Ottawa VIA corridor train pauses in the author's home town of Alexandria ON, powered by FPA-4 No. 67-81 and a B unit (1979/05/25) [SCOTT A. HARTLEY].

Favourite Day Corridor Trips using Long Distance Trains:

1. VIA/CP *Canadian*, Ottawa to Montréal [1977];
2. CN *Continental*, Montréal to Alexandria [1959];
3. CN *International Limited*, Toronto to Brantford [1960].

My preferred way of getting from Ottawa to Montréal was by the *Canadian*, departing 1755 and arriving 2005 on this 1977 trip – sitting in the Skyline dome and watching the signals change in the evening darkness, then past Dorval, Montréal West and Westmount into Windsor Station. CN's secondary *Continental* of the late 1950's fascinated me, what with lots of head-end mail and express, also the immigrants still populating its Coaches and Tourist Sleepers on their way to new lives in western Canada. CN's Chicago-bound *International Limited* took a buddy and me back from Toronto to our billet near Brantford ON after a full day of attending baseball and soccer matches (these accessed courtesy of Toronto's streetcars and subway).

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Favourite Overnight Corridor Trips:

1. CN *Maple Leaf/Cavalier*, Kitchener to Montréal [1969]; 2. CN *Capital*, Ottawa to Toronto [1969]; 3. VIA *Enterprise*, Montréal to Oshawa [2002].

My first-ever Sleeper trip involved a Roomette in CN's Port Huron (MI)-Montréal car, on the way home from a cousin's wedding in Kitchener – the only time I haven't had to change trains when passing through Toronto Union Station. CN's *Capital* allowed me to introduce Sleeper travel to my CTC summer student colleagues, including the ambiance of the lounge car. VIA's *Enterprise* reintroduced overnight train travel between Montréal and Toronto for a time, featured a former CP Observation Lounge Dome Sleeper (in this case, WATERTON PARK), and provided a spectacular 2330 hours departure out of Central Station into the night lights of the city. Honourable mention goes to CP/CN Pool No. 33, Ottawa to Toronto [1965], although I settled for a Coach seat, due to cost considerations.

Longest Conventional Trains (Cars and Locomotives):

1. CN-CP *Inter-City Limited* [1965] – 24; 2. CN *Bonaventure* [1971] – 20; 3. CN *Bonaventure* [1970] – 18.

All of these trains included Ottawa and Montréal portions, splitting at Brockville. Honourable mention: VIA's *La Salle*, Montréal to Toronto [2005], at 11 cars, including 9 formerly American-owned, stainless-steel cars rebuilt by VIA with Head-end Electric Power.

Longest LRC Trains (Cars and Locomotives):

1. *York*, Toronto to Ottawa/Montréal [2002]; *Lakeshore/Meridian*, Toronto to Ottawa/Montréal [2016] – 13; 2. *York*, Toronto to Ottawa/Montréal [2002] – 12; 3. *Simcoe*, Toronto to Ottawa [1992], *Meridian*, Montréal to Toronto [1993] & *Lakeshore*, Toronto to Ottawa/Montréal [2000] – all 11. (All **VIA**)

Simcoe [1992] and *Meridian* [1993] were particularly impressive, in that they each had close to a dozen units, despite going to only one destination.

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R-24: Pool No. 34 passes Hurdman tower early in the morning on the last lap of its overnight journey from Toronto to Ottawa, led by CP FP9A 1415 (1965/08/27) [BRUCE CHAPMAN].

Most Revenue Coaches in LRC trains:

1/2. *York*, Toronto to Ottawa/Montréal [2002, twice] – 9 each; **3.** *Meridian*, Montréal to Toronto [1993] – 8. (All **VIA**)

Honourable mention to *Rideau*, Ottawa to Toronto [2009], at 7. (Where *York* was concerned, these figures included either one or two Club Galleys in Coach service.)

Most Revenue Sleepers (including Sleeper Lounges):

1/2. CN *Cavalier*, Montréal to Toronto & reverse [1969] – both 5; **3.** CN *International Limited*, Toronto to Chicago [1960], CP-CN No. 33, Ottawa to Toronto [1965], CN *Capital/Cavalier*, Ottawa/Montréal to Toronto [1972; 1974] & reverse [1974; 1975] – 3.

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Honourable mention goes to VIA's *Enterprise*, Montréal to Toronto [2002; 2004], with three Renaissance Sleepers (the rear one unoccupied, a safety measure due to these British-built cars not meeting North American buff-strength standards). All of this was a far cry from the mid-1950's, when CP and CN each operated an overnight Pool train between Montréal and Toronto with approximately a dozen Sleepers and Sleeper Lounges; or even between Ottawa and Toronto, when CP operated two Pools (via Peterborough and Belleville, respectively), with as many as 9 such cars between them.

AMERICAN CORRIDOR TRAINS

Favourite Trains:

1. AM *Adirondack*, Montréal to Albany [1974]; 2. AM *Pacific International*, Seattle to Vancouver [1973]; 3. PRR *Gulf Coast Special*, Philadelphia to Wilmington [1967].

I took the *Adirondack* twice during the fall of 1974, following the scenic route of former Delaware & Hudson trains such as *Laurentian* and *Montréal Limited*, and enjoying refreshments in leased CP Skyline cars. My 1973 trip on the *Pacific International* demonstrated just how beautiful (if slow) this former Great Northern route was, on a train featuring ex-Chicago, Burlington & Quincy Dome Coach SILVER WAVE. I rode the *Gulf Coast Special* purely by chance way back in 1967, a late evening New York-to-Washington service lengthened by several Coaches, Sleepers and head-end cars heading for Jacksonville FL and other destinations south of the American capital. Honourable Amtrak mentions are *Adirondack* (New York-Montréal) [2010] and *Cascades* (Portland-Vancouver) [2018], the former including full-length Dome OCEAN VIEW, the latter composed of Spanish-designed Talgo cars; and *Acela Express* (New York-Washington), Bombardier/Alstom's "high-speed" train looking the part while not being particularly fast at 131 km/h (81 mph) [2015].

Longest Trains (Cars and Locomotives):

1. AM *Cascades*, Vancouver to Seattle [2010] – 15; 2. AM *Cascades*, Portland to Vancouver [2018] – 14; 3. AM *Adirondack*, Montréal to Albany [1974]; AM *Pacific International*, Seattle to Vancouver [1973] & PRR *Gulf Coast Special*, Philadelphia to Wilmington [1967] – all 11.

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R-25: Amtrak No. 794 *Pacific International* ready to depart Seattle's King Street Station for Vancouver, trailed by former Great Northern Coach 1093 (1973/07/23) [TOM MATOFF].

Honourable mentions: Pennsylvania's *Colonial*, Washington to Boston [1967], 9; also, *Adirondack/Maple Leaf* [2019], 15, temporarily combined, New York to Albany, due to platform work in Penn Station. *Cascades* were intercity Talgo trains; the others were either prime Northeast Corridor trains or, in the case of *Gulf Coast Special*, a late evening offering filled out (as mentioned above) with through cars.

Most Revenue Coaches:

1/2. AM *Minute Man*, Washington to Boston [1975] – 11; **3.** PRR *Colonial*, Wilmington to New York [1967], AM No. 256, Philadelphia to Princeton Jct. [1973], and AM *Cascades*, Vancouver to Seattle [2010] & Portland to Vancouver [2018] – all 7.

These were varied trains indeed: • *Minute Man* consisted of new Budd Amfleet cars boasting minimal amenities, part of fleet designed to revive the Northeast and other corridors; • *Colonial* was made up of previous-generation Budd stainless-steel equipment, including a Diner, two Parlors and a Parlor Lounge; • No. 256 was a workhorse, Philadelphia-New York local equipped with cars leased from Penn Central; and • *Cascades* were, as just described, Talgo trains. (The combined *Adirondack/Maple Leaf* [2019], just

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mentioned above, also had 11 revenue cars, between New York and Albany.)

CANADIAN REGIONAL TRAINS

Favourite Trips:

1. BCR *Cariboo Dayliner*, Prince George to North Vancouver [1983]; **2.** WP&Y No. 1, Skagway to Whitehorse [1970]; **3.** VIA *Skeena*, Terrace to Prince Rupert [1976].

My 1983 trip (with Tom Clark and Ken Holmes) went south from Prince George over BC Rail's now-defunct passenger route, high above the Thompson River down to tidewater – featuring some of the best scenery in the west, albeit from an RDC train. The White Pass narrow-gauge route, from sea level up and over the mountains into Yukon, was another scenic treat – still possible today, but only by excursion trains operating no farther north than Carcross YT. (Please note that the White Pass train is included under this heading, despite its starting point of Skagway AK.) My 1976 trip on *Skeena* featured a ride in CN F7A No. 9174 along the scenic river of the same name, at one point shooing a black bear off the tracks.



[NRPC, *Official Guide*, 1970/05, 624]

Favourite Mixed Train Trips:

1. CN *Muskeg Mixed*, Waterways to Edmonton [1983]; **2.** TT *M232*, Carbonear to St. John's [1981]; **3.** CN *M295*, Gillam to Churchill [1981].

My trip over the former Northern Alberta Railways' Waterways line (also with Tom and Ken) featured breakfast in the caboose and smuggled liqueurs through the parkland into Edmonton, on a train informally known by this name. CN's Terra Transport subsidiary still was operating the Carbonear mixed after closing the cross-island main line, my trip being greatly enhanced by two young ladies out (improbably enough) from St. John's for a day excursion and more than willing to share their lunch. The crew of the Churchill mixed allowed me to occupy the caboose's cupola during this all-day trip over an isolated

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stretch of northern Manitoba, perfect for watching trappers and hunters joining or leaving the train.

Longest Trains (Cars and Locomotives):

1. ACR *No. 2*, Agawa Canyon to Sault Ste. Marie [1974] – 25; **2/3.** VIA *Hudson Bay*, Thompson to Gillam & reverse [1981] – both 18.

By the time we left Canyon station, this Algoma Central train had been filled out by 14 excursion cars and three extra locomotives. The *Hudson Bay's* had between 5 and 11 revenue cars, and were supplemented by various Steam Generator Units, head-end and Business cars. Honourable mentions go to additional *Hudson Bay's*, Winnipeg to Churchill & Winnipeg to The Pas [1981] – both 17 units. (Please note that mixed trains are excluded from this category, due to the presence of freight cars.)

Most Revenue Coaches:

1. ACR *No. 2*, Agawa Canyon to Sault Ste. Marie [1974] – 16; **2/3.** ONR *Polar Bear Express*, Cochrane to Moosonee [1977] & reverse – both 8.

Algoma Central's *No. 2* started out from Hearst with only two Coaches, but picked up 14 more at (Agawa) Canyon station. *Polar Bear Express* was mainly a tourist service headed for James Bay through an area largely inaccessible by road, another train taking care of local business. Honourable mention to two VIA trains also serving isolated areas: *No. 170*, Chicoutimi to Montréal/Québec (Ste-Foy) [1978], and *Hudson Bay*, Thompson to Gillam & reverse [1981] – both 3.

Most Revenue Sleepers (including Sleeper Lounges):

1/2/3. VIA *Hudson Bay*, Thompson to Gillam & reverse, Winnipeg to The Pas, and Portage la Prairie to Dauphin [1981] – all 5.

The large number of Sleepers on these *Hudson Bay's* reflected the May and July dates involved. Honourable mention: VIA *No. 174*, Senneterre to Montréal/Québec (Ste-Foy) [1978], this train's usual two Sleepers boosted by a third, CTC-chartered unit.

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R-26: CN Gillam mixed No. M294, led by GP9's 4282 and 4291, and VIA No. 94 *Hudson Bay*, behind CN F7A's 9152 and 9151, at Churchill MB (1982/04/27) [PETER DAWES].

AMERICAN REGIONAL TRAINS

Favourite Trips:

1. ARR *Denali Star*, Denali to Fairbanks;
2. HAL *McKinley Explorer*, Anchorage to Denali;
3. ARR, Seward to Anchorage. (All 2017)

These are the only entries in this category, and all three trains were associated with a 2017 Holland-America (HAL) cruise package. *Denali Star* was Alaska Railroad (ARR)'s only Anchorage-through-to-Fairbanks train, and featured a wide range of its own cars, plus a couple sponsored by Celebrity Cruises. *McKinley Explorer* was made up of cars owned by HAL, supplemented by two of Princess Cruises (both part of Carnival Cruise group) – and this day offered a great view of Mount Denali, highest in North America. ARR provided the Seward-Anchorage train strictly for passengers disembarking from Holland-America's ZAANDAM out of Vancouver, a “boat train” in the old sense of the term.

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R-27: Holland-America Line (HAL)'s *McKinley Explorer* newly arrived at Denali, Alaska Railroad SD70MAC No. 4317 hauling eight HAL and two Princess bilevel Coaches (2017/06/19) [PETER DAWES].

Longest Trains (Cars and Locomotives):

1. ARR *Denali Star*, Denali to Fairbanks – 11;
2. ARR, Seward to Anchorage – 10;
3. HAL *McKinley Explorer*, Anchorage to Denali – 9. (All 2017)

Denali Star was an ordinary workhorse train, featuring everything from ordinary Coaches to “Gold Star” bilevel Coaches and a separate Diner (which appeared to function more like a Café). The Seward-Anchorage “boat train” offered single level Coaches and a Café Lounge. *McKinley Explorer* consisted only of bilevel Coaches.



[From “Passenger Car Safety Information” card, 2017].

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Most Revenue Coaches:

1. HAL *McKinley Explorer*, Anchorage to Denali – 8.
2. ARR, Seward to Anchorage – 7;
3. ARR *Denali Star*, Denali to Fairbanks – 6. (All 2017)

McKinley Explorer required no separate dining facilities, as these were provided in each bilevel Coach – each of which also featured an open-air viewing platform. The Seward-Anchorage “boat train” featured seven glass-roofed Coaches, all owned by ARR and operated for HAL. *Denali Star* included two ARR-owned, bilevel “Gold Star” Coaches with dining area and viewing platform, plus two more provided under the auspices of Celebrity Cruises – as well as two ordinary Coaches and a non-revenue Café Lounge Dome Coach.



[gohal.com].

EXCURSION, URBAN AND INTERURBANISH TRAINS

Favourite Excursions:

1. PSRMA, Mexicali-Puerto Peñasco [1975];
2. D&S *Silverton*, Durango-Silverton [1974];
3. BCR *Royal Hudson*, North Vancouver-Squamish [1983].

The Mexican daytime excursion was a real highlight of my train-riding career, from the U.S. border south to the fishing village of Puerto Peñasco over the Sonora-Baja California, sharing a Section in 1924-built Pullman TECATE with Tom Matoff and Greg Thompson. The Durango & Silverton excursion (with Greg) was over a Colorado narrow-gauge branch line still owned at that time by the Rio Grande, behind a 2-8-2 Mikado locomotive built in 1922 by the American Locomotive Co. (ALCO) and occupying a Coach dating back to 1882.

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R-28: Royal Hudson 4-6-4 No. 2860 resting at North Vancouver (1983/07/17) [PETER DAWES].

Finally, BC Rail's steam train ran along the Pacific Ocean to Squamish, behind 4-6-4 Royal Hudson No. 2860, Tom Clark, Ken Holmes and I occupying 1914-built, Observation car MOUNT GARIBALDI – both units formerly owned by CP. Honourable mentions: • *Silverton* again, this time with Greg and Tom [2008]; • Swiss Travel Costa Rica's Mata de Limón-Cambalache train, part of a shore excursion off Cunard's QUEEN VICTORIA [2011]; • *Le Train du Massif de Charlevoix*, between Québec and La Malbaie [2012]; • Alberta Prairie's Stettler-Big Valley steam train [2013]; and • White Pass Yukon's Skagway-Fraser Meadows steam train [2017] – the last four with Sandra and sometimes others.

Favourite Urban Trips:

1. MUNI's Powell & Hyde cable car [1973]; 2. MTOC's *SeaBus*, Vancouver to North Vancouver [1973]; 3. TTC's Long Branch streetcar [2004].

Choosing the Municipal Railway's cable cars was a no-brainer, these being a highlight of every trip to San Francisco – but especially during a 1973 visit when Tom Matoff recited the “The Ballad of the Hyde Street Grip” (by Gelett Burgess) to tourists hanging on as the car descended towards the Bay!

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R-29: San Francisco Municipal Railway gripman and conductor turn their cable car at Hyde and Beach (1987/05/??) [SANDRA DAWES].

Metro Transit Operating Co.'s *SeaBus* (whose original driving force was another friend, the late Brian Sullivan) was a treat for visitors, crossing one of the great harbours of the world. Lastly, Toronto Transit Commission's Long Branch streetcar featured long stretches along the shores of Lake Ontario in its own right-of-way, indeed almost qualified for the "Interurbanish" category directly below. Honourable MUNI mentions: • "F" Line along the Embarcadero, equipped with restored streetcars from North American and European cities [2008]; and • Powell & Hyde, then California cable cars, to access Amtrak's connecting bus to Emeryville and Amtrak's *California Zephyr* for Sacramento [2018].

Favourite Interurbanish Trips:

1. SEPTA, Philadelphia to Norristown [1973];
2. NJT, Hoboken to Gladstone [1973];
3. CSS&SB, Chicago to Michigan City [1974].

Southeastern Pennsylvania Transit Authority's "Bullet" cars raced through classic, leafy suburbs to Norristown, our car dating back to 1931. New Jersey Transit by then was operating the former Delaware, Lackawanna & Western line out from the Hudson River to Gladstone, using wicker-seat cars built during

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the 1920's. Chicago, South Shore & South Bend stretched east into Indiana and included some vintage street-running through Michigan City, in cars also built in the 1920's. Honourable mention: Western Railway Museum's Rio Vista Jct.-Molena excursion, featuring some ex-Sacramento Northern cars [2018].



R-30: One of Southeastern Pennsylvania Transit Authority's unique, third-rail electric "Bullet" cars slows as it approaches Norristown PA (1973/05/18) [PETER DAWES].

FASTEST AND SLOWEST TRAINS

Fastest Trains by Canadian Service Providers:

1. *Metropolis*, Montréal to Toronto [1994] – 135 km/h (84 mph); 2. *Renaissance*, Belleville to Kingston [2006] – 131 (81); 3. *La Salle* [1997] & *Rideau* [2000], Toronto to Kingston – both 130 (81). (All VIA)

This was the *scheduled* timing for *Metropolis*, but the locomotive broke down at Dorval and obtaining a replacement – even that close to Montréal – delayed us by two hours. (Once underway, we actually regained 10 minutes.) I'm including *Renaissance's* 2006 non-stop performance from Belleville to Kingston, although it had the advantage, compared to other trips, of being achieved over a relatively short and fast segment.

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Fastest Trains by American Service Providers:

1. *Acela Express* (No. 2155), New York to Washington [2015] – 131 km/h (81 mph);
2. *Metroliner*, (No. 129), New York to Washington [1974] – 121 km/h (75 mph);
3. *Metroliner* (No. 132), Washington to New York [1974] – 120 (74). (All **AM**)

Amtrak's electric *Acela Express* looked the part of a high-speed train and was capable of 240 kilometres (150 miles) per hour, but only in the same range as VIA's historically best Corridor diesel trains. Honourable mention: PRR *Afternoon Congressional*, New York to Philadelphia [1967] – 97 (60).

Fastest Trains by Mexican & Costa Rican Service Providers:

1. PSRMA Mexicali to Puerto Peñasco [1975] – 64 km/h (40 mph);
2. PSRMA Puerto Peñasco to Mexicali [1975] – 60 (37);
3. STCR Mata de Limón-Cambalache [2011], 24 (15).

These modest performances reflect the standard of track and nature of these special trains.

Slowest Trains by Canadian Service Providers:

1. APRE Stettler to Big Valley [2013] – 17 km/h (11 mph);
2. APRE Big Valley to Stettler [2009] – 18 (11);
3. APRE Big Valley to Stettler [2003], SSR Beeton to Tottenham [2018] & WR Wakaw to Cudworth [2023] – 19 (12).

Special mention: NCC, Ottawa to Wakefield [1974] – 25 km/h (16 mph). These were excursion trains, behind steam (Alberta Prairie and National Capital Commission) or diesel (South Simcoe and Wheatland Rail).

Slowest Trains by American Service Providers:

- 1/2. D&S *Silverton*, Durango to Silverton [1974; 2008] & WRM, Rio Vista Jct. to Molena [2018] – 20 km/h (13 mph);
3. WP&Y, Skagway to Fraser Meadows [2017] – 24 (15).

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Honourable mention: WP&Y, Skagway to Whitehorse [1970], 25 (16). WP&Y trains operated over antiquated narrow-gauge lines, the first two behind steam, the third pulled by a diesel. WRM's was over a restored piece of Sacramento Northern's old interurban line.

Slowest Trains by Mexican & Costa Rican Service Providers:

1. PSRMA Puerto Peñasco to Mexicali [1975] – 60 km/h (37 mph); 2. PSRMA Mexicali to Puerto Peñasco [1975] – 64 km/h (40); 3. STCR Mata de Limón-Cambalache [2011], 24 (15).

BESTS, WORSTS, MOSTS AND LEASTS

Most Unlikely Local Trains:

1. CN No. 624, Coteau to Valleyfield [1954]; 2. VIA No. 689, Tisdale to Saskatoon [1979]; 3. VIA/CN No. 175, Senneterre to Cochrane [1977].

CN No. 624 formed part of a shuttle between the main line at Coteau QC and the small industrial city of Valleyfield (soon to be replaced by a bus, it was equipped that day with what I vaguely recall as an ancient steam locomotive, a Baggage car, and Sleeper in service as a Coach). VIA No. 689 was a single Rail Diesel Car running through mainly bush land, interrupted by the occasional community. VIA/CN No. 175, beyond Senneterre, was the far-western end of a service originating in both Montréal and Québec (Ste-Foy), serving even less population than the train to The Pas. Honourable mention to my first ever train trip, CP No. 545, Aylmer to Eardley [1953], one of a dying breed of steam locals still carrying parcels, mail and the odd passenger between communities all across the country.

Worst Train Trips:

1. *Super Continental*, Ottawa to Jasper [1975]; 2. *Exec*, Toronto to Ottawa [1973]; 3. *Rapido*, Toronto to Montréal [1974]. (All **CN**)

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R-31: VIA No. 688 pauses at Melfort SK, on its way from Saskatoon to The Pas, made up of single RDC-2 6204 (1979/11/27) [PETER DAWES].

These would be: • occupying a Dayliner seat on the 1975 *Super* for three nights, the Sleepers being sold out due to an airline strike – the first night beside an Avon Lady heading home from a conference in Montréal, absolutely doused in heavy, cheap and decaying perfume; • arriving four hours late in Ottawa on my 1973 *Exec* after passing through a severe ice storm – a long, hard slog but, believe me, far better than driving the 401 that night; and • having to put up with a mean drunk who spent the final couple of hours threatening people on a packed 1974 *Rapido* Turbotrain, the only consolation being the sight of an army of burly CN guys – recruited from the baggage room – hauling him away in Central Station. Honourable mention: being marooned when Amtrak's Montréal-New York *Adirondack* broke down short of Croton-Harmon NY, passengers transferring to the following *Maple Leaf* at Metro-North's Beacon commuter station (2015) for the final run into Penn Station.

Most Embarrassing Moments:

1. BCR *Cariboo Dayliner*, Sunset Beach to Prince George [1984]; 2. VIA *Atlantic*, Montréal to Halifax [1981]; 3. AM *Coast Starlight*, Seattle to Oakland [1974].

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My selections are: • escorting my parents to BC Rail's North Vancouver station 15 minutes after the Prince George train had left, due to my failure to confirm the departure time – resulting in a fast taxi ride along the Squamish highway before catching up at Sunset Beach; • assuring some newly made friends in *Atlantic's* Lounge car that we were approaching Québec City in the evening darkness, when we actually were nearing Sherbrooke – my excuse being that I had taken the *Ocean* so many times in recent years that I automatically assumed we were heading to the Maritimes by that route; and • watching the local constabulary board and escort a couple of attractive California (surfer?) girls off the *Coast Starlight* and into the Oregon night for the offense of smoking dope in the washroom – moments after I'd been seriously chatting them up.

Best Dining Experiences:

1. *Super Continental*, Winnipeg to Ottawa [1979]; 2. *Canadian/Super Continental*, White River to Chapleau [1980]; 3. *Canadian*, Edmonton to Toronto [2004]. (All **VIA**)

I definitely recall: • enjoying a wonderful Baked Alaska in Prime Minister's car No. 5, chartered by the CTC and part of a 1979 *Super Continental* speeding down the Ottawa Valley; • having turkey dinner with all the trimmings in the Dining car of a combined 1980 *Canadian/Super*, served by former CP professionals as we rolled across northern Ontario; and • luxuriating in the Diner of a 2004 *Canadian* as the VIA crew served the type of meals you'd expect only in a fine restaurant – frankly, a cut above anything I'd ever experienced on a train. Honourable mention goes to CN *No. 36*, Ottawa to Montréal [1969], when I introduced my CTC summer colleagues to the better aspects of train travel during this final era of Dining cars on Canadian intercity trains. Will mention only one bad experience, in 2014 on VIA's *Ocean*, Moncton to Montréal: a tasteless cod dinner (featuring a squishy, what appeared to be potato/carrot compote), followed next morning by breakfast pancakes (tough and tasting strongly of baking soda) – by VIA's own description, "catered meals – no chef on board".

Most "Erotic" Experiences:

1. *AM Sunset Limited*, Los Angeles to New Orleans [1975]; 2. *AM San Francisco Zephyr*, Oakland to Denver [1974]; 3. *CN Super Continental*, Jasper to Ottawa [1976].

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R-32: Glass etchings in VIA Diner ANNAPOLIS, "Mésange" being French for Chickadee (2004/09/28) [SANDRA DAWES].

... or at least, the ones I'm prepared to talk about! These are: • sitting in the Lounge car of my 1975 *Sunset Limited* with new friends, somewhere in the Arizona night, and feeling the unmistakable sensation of a hand caressing my thigh under the table – the hand belonging to an attractive Peruvian woman who apparently was impressed with everything I was saying, even though she could understand only a few words of English and I spoke no Spanish; • being asked by a Colorado lady, in the lounge car of a 1974 *San Francisco Zephyr*, if she could borrow a pair of socks, because her feet would get cold overnight in her Coach seat – my bad luck being that I was sharing a Bedroom with Thompson, due to no Roomettes being available; and • callously discarding a friendly Alberta teacher on a 1976 *Super Continental* in favour of a beautifully accented, English tourist-nanny who, like me, was a soccer fan – but (as I found out later) engaged to be married that fall!

NOTEWORTHY STATIONS

Most Impressive Canadian Stations:

1. Union Station (Toronto);
2. Old Union Station (Ottawa);
3. Gare du Palais (Québec City).

As the city's key intercity, suburban and transit hub, *Toronto Union* featured the greatest "Great Hall" of any Canadian station – although there could be arguments about that. *Ottawa Union* was located right along the Rideau Canal on Confederation Square, a stone's throw from the Parliament Buildings (alas, it suffered the ignominious fate of becoming a government conference centre, and later temporarily housing the Senate). *Palais*, built by CP in the Château style of many of its hotels, was beautifully renovated later to serve VIA's Québec City-Montréal trains and intercity buses.

Three Other Canadian Stations:

1. CN station (Alexandria ON);
2. CP Windsor Station (Montréal);
3. VIA Pacific Central Station (Vancouver).

CN's *Alexandria station* was typical for a town of 2,500, providing essential passenger and freight service for decades, steamship posters on the walls – and, as readers of these volumes will know, the place where I spent my formative rail years. (I was able to make several nostalgic returns over the years, using VIA out of Montréal, and always found the station to be in good condition, if unmanned, under the corporation's ownership.) CP's *Windsor Station* once hosted trains to places such as Vancouver, Toronto, Saint John, New York, Boston, Detroit and Chicago, but later saw only commuter trains before being closed and replaced by a new facility adjacent to the Canadiens' new hockey emporium. CN's *Main Street Station* in Vancouver was transformed into an impressive intermodal facility called Pacific Central, serving VIA, Amtrak, Great Canadian, and the major intercity bus lines, fed by a SkyTrain transit line (disappointingly, Great Canadian subsequently relocated to its own, nearby facility).

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R-33: Train information board in CP's dilapidated Windsor Station in Montréal, featuring space rarely if ever needed at this point for "Special" trains (1973/05/17) [PETER DAWES].

Most Impressive American Stations:

1. Grand Central Terminal (New York); 2. Santa Fe station (San Diego); 3. Reading Terminal (Philadelphia).

With its incomparable great hall, *Grand Central Terminal* (GCT) once hosted a vast number of intercity trains operated by owner New York Central (including some to Montréal and Toronto) and by tenant New York, New Haven & Hartford (especially to Boston), and later remained a busy commuter station linked to the subway system. Amtrak's *San Diego station* was built by Atchison, Topeka & Santa Fe in the Spanish style common to California, and was later served by the city's LRT system. Philly's *Reading Terminal* – with its impressive, high-arched, English-style train shed – was a busy commuter station tied into the SEPTA network (both it and PRR's Broad Street Station once hosted nightly Pullman sleepers to Toronto).

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R-34: Former Santa Fe, by then Amtrak station in San Diego CA (1987/05/11) [PETER DAWES].

Other American Stations:

1. Pennsylvania Station (New York);
2. Michigan Central Station (Detroit);
3. Durango & Silverton station (Durango CO).

Penn Station once was another impressive rail temple hosting intercity trains of the Pennsylvania and New Haven railroads (including *Montréaler/Washingtonian*) and commuter trains of the Long Island Railroad, but later became little more than a room under the skyscraper housing Madison Square Garden – albeit still busy with Amtrak and commuter services. *Michigan Central Station* once hosted New York Central System-CP trains between Chicago, Toronto and Montréal, but later became Amtrak's largely derelict Detroit terminal. *Durango station* dated back to 1882 and was the nicely preserved hub of the D&S operation, originally built by the Denver & Rio Grande to serve its network of narrow-gauge lines, as well as Rio Grande Southern Railroad. Honourable mention: Seattle's *King Street Station*, restored to magnificence for continued use by Amtrak.

ASSOCIATED WATER AND BUS TRIPS

Favourite Trips by Ship:

1. BCS PRINCESS MARGUERITE, Victoria to Seattle [1974]; 2. ASF MATANUSKA, Prince Rupert to Skagway [1976]; 3. MLNH SEGWUN, on Lake Muskoka [1999; 2018].

These must be: • sailing to Seattle on the 1949, Clyde-built steamship "MAGGIE", a former mainstay on CP's Vancouver-Victoria-Seattle triangle route, but by then owned by the BC Steamship Co.; • taking Alaska State Ferries' MATANUSKA on the Inside Passage route, revealing hour-after-hour of wonderful scenery in good weather conditions; and • twice enjoying Muskoka Lakes Navigation & Hotel Co.'s steam-driven SEGWUN, originally constructed in 1887, rebuilt several times, and now restored – a not-to-be-missed proposition for any transportation buff. Honourable mention: Holland-America's ZAANDAM, Vancouver to Seward AK via the Inside Passage, a well-run, manageably sized cruise ship [2017].

Interesting Bus Trips:

1. GLUS, Grand Jct. to Durango [2008]; 2. GLC, Winnipeg to Toronto [1973]; 3. ACLS, Halifax to Kentville [1980].

Greyhound U.S. followed the highly scenic San Juan Skyway for over four hours, including precipitous mountain segments and switchbacks with precious few guard rails. The *Greyhound Lines of Canada* trip became necessary when CN employees walked off the job and stranded perhaps 300 *Super Continental* passengers in Winnipeg, resulting in a horrible, 30-hour trip onward to Toronto. *Acadian Lines* operated bus services between Annapolis Valley points and Halifax in competition with the train, but (like CP) hadn't modernized its schedule for many decades – a real throwback in an old part of the country. Honourable mention: VIA No. 564, Kingston to Ottawa [1982], one of several chartered buses then meeting Montréal-bound trains at Kingston in order to provide more Toronto-Ottawa frequencies.

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R-35: BC Steamship Co.'s former CP vessel PRINCESS MARGERITE, docked in Victoria's inner harbour before returning to Seattle (1973/07/25) [PETER DAWES].

RANDOM PASSENGER TRAIN MOMENT NO. 3

♪ I'll be Home for Christmas ♪ The below sketch accompanied details on extra VIA Christmas/New Year holiday trains scheduled for the 1980/81 season.



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

Chapter 4 CARS AND LOCOMOTIVES



R-36: Sceneramic Lounge COLUMBIA being cut out of VIA No. 4 *Super Continental*, on a bitterly cold Edmonton day (1979/01/14) [BRIAN E. SULLIVAN].

COACHES & DAYNITERS

Warning! This chapter is mainly for equipment lovers. For each category, the top three units are shown in a box by number of **recorded** trips. (In many cases, there are two or more units tied at a certain number of trips.) Further details are provided in the text, including the number of **occupied** trips where applicable. Units from **assumed** trips are mentioned only if of special interest. Please refer to **COMPANION DOCUMENT NO. 3** for details of equipment described below, including full references. Finally, Bytown Railway Society's *Canadian Tracksides Guide* continues to be an indispensable resource.

Older Coaches:

Nos. 5501, 5610 – 12; **Nos. 5437, 5633, 5652** – 10; **Nos. 5519, 5644** – 9. (All **CN/VIA**)

These Coaches are from what VIA called the “Blue fleet”, built for CN by Canadian Car & Foundry (CCF) in 1954 and never equipped with Head-end Electric Power (HEP). No. 5437 above was the first in this series, which extended to No. 5654, for a total of 218 cars. Over the years, I recorded 141 of these Coaches in their original guise, occupying 85 of them – my most-occupied being Nos. 5610, 5647 and 5652 at four times each. If cars reconfigured later are included (e.g., Café Coach Lounges), these totals rise substantially, to 186 recorded and 92 occupied.

Honourable mention goes to CP/VIA Nos. 112 (which I recorded eight times) and 101 (seven times). These were from the 30 stainless-steel cars built by Budd in 1955, later modernized through VIA's HEP-1 program and given an “8” prefix. I recorded No. 125/8125 11 times; No. 101/8101 and No. 112/8112 10 times each. Overall, I recorded 29 of these Coaches, occupying 20.

Other recorded Coaches of note include: • pre-1954 CN units that remained in front-line service right into the VIA era, such as No. 5180 (*CCF, 1937*); • ex-CP 2200-series cars that ended up on other railways, such as No. 2290, later BC Rail's BRANDYWINE FALLS (*CCF/CP, 1950*); • CN Turbotrain vehicles such as No. 250 (*United Aircraft [UA], 1967*); • narrow-gauge Terra Transport Combine No. 757 (*CCF, 1943*); • Ontario Rail Association Coaches GEORGETOWN (1926) (ex-CP Buffet Parlor No. 6666) and CHINGUACOUSY (1929) (ex-CN 7385; recorded in 2018 as South Simcoe's NEW TECUMSETH) (*both*

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National Steel Car [NSC]); and • Wheatland Rail's No. 2017 (*ACF*, 1955), ex-Union Pacific Café Lounge and Dinette No. 4001, Amtrak Diner 8398).



R-37: CN narrow-gauge Mixed No. M208 at Argentia NL, ready to return to St. John's with Combine 757 bringing up the rear (1973/05/24) [EARL W. ROBERTS].

The oldest Coach recorded in main-line service was Algoma Central's No. 402 (*Pullman Standard [PS]*, 1910), built for the Rio Grande. In excursion service, there were Alberta Prairie No. 7279 (*CCF*, 1919), built as a Colonist car for the Canadian Northern (CNoR) and Southern Prairie MOUNT HOLLY (*Pullman*, 1922), originally built for Delaware, Lackawanna & Western (DL&W).

As for American-based providers, I recorded BULWAGGA BAY four times (*American Car & Foundry [ACF]*, 1949), an ex-DL&W car then owned by New York's Metropolitan Transit Region and leased to Delaware & Hudson (D&H). The oldest Coaches I recorded in main-line service were D&H's ex-Erie No. 1012 (*Standard Steel Car*) and Southern's No. 1035 (*PS*) (both 1925). In other service, it was Durango & Silverton's NEEDLETON (*D&RGW*, 1882) and (twice) White Pass & Yukon's LAKE MUNCHO (*PUL*, 1885).

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R-38: Penn Central “Congo” (for Congressional) Coach No. 1582 at Philadelphia 30th Street, still carrying the Keystone logo and looking worse for wear two years after the demise of original owner, PRR (1970) [DAVE STAPLIN].

Other recorded Amtrak Coaches of note were two Budd-built cars: ex-Burlington Dome Coach SILVER WAVE (1947); and ex-Santa Fe Hi-level No. 9900 (1954). I assumed Pennsylvania Coach No. 1582 (Budd, 1952), a “Congo” car built for the *Congressional's* and other Northeast Corridor trains. Although not “older” cars, these recorded Amtrak Coaches are worth mentioning: • Metroliner No. 808, built for Penn Central as part of an Electric Multiple Unit fleet (Budd, 1969); • Turboliner No. 89 (ANF Frangecco [ANF/AM, 1973]); and • Superliner No. 34084 (PS, 1978-81). These newer Coaches encountered in Alaska also were of interest): • Alaska Railroad's glass-roofed No. 552 (RRC, 1997), originally a 1957-built CN baggage car; and • Holland-America's bilevel TEKLANIKA (CRM, 2005), featuring dining area and viewing platform. Finally, I recorded several Sonora-Baja California Coaches in Mexico, including Swiss-built No. 5116 (Linke Hofman Bush, 1952), and two Coaches operated for Swiss Travel Costa Rica (age and other details unknown).

HEP-1 Coaches:

Nos. 8137, 8140 – 4; Nos. 8130, 8138, 8139, 8142 – 3; No. 8135 – 2. (All VIA)

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I've recorded nine of 18 VIA cars built by Budd during 1946-7 for American railroads ranging from Atlantic Coast Line to Richmond, Fredericksburg & Potomac, Pennsylvania and New York Central. I've never occupied any, these being rebuilt during the 1990's Head-End Electric Power (HEP)-1 program.

HEP-2 Coaches:

Nos. 4106, 4109 – 10; No. 4100 – 9; No. 4101 – 8. (All VIA)

My most-occupied Coaches rebuilt under VIA's follow-up HEP-2 program are Nos. 4106 and 4116 (five times each), 4109 (four), 4102 and 4122 (three). These cars were among 26 built by Budd in 1949-50 for U.S. carriers, ranging from Chicago & Eastern Illinois to Louisville & Nashville, Southern Pacific and Pennsylvania. I've recorded all 26 and occupied 14 as VIA Coaches (also recorded the other two as rebuilt into VIA Clubs, and one of these previously as an Amtrak Coach).

LRC Coaches:

**No. 3365 – 14; Nos. 3305, 3321, 3326, 3358 – 13; Nos. 3357, 3360, 3361, 3371 – 12.
(All VIA)**

These Coaches were built by Bombardier and placed in service between 1981 and 1984. My most-occupied cars have been Nos. 3365, 3369 and 3371 (six times each); No. 3310 (five). Overall, I've recorded 75 of these cars as Coaches – all 100 if the 27 units subsequently transformed into Club Galleys in 1985 and 2002 are included. I've occupied 64 of these cars as Coaches (71, if those becoming Club Galleys are included).

Dayneters:

No. 5713 – 6; Nos. 5702, 5719 – 5; Nos. 5711, 5723, 5728, 5741, 5744, 5747 – 4. (All CN/VIA)

Dayneters were built out of various cars, including Coaches from the 1954 order and Sleepers originally owned by the Erie, Florida East Coast, Milwaukee Road, New York Central, and St. Louis-San Francisco

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railroads. Overall, I recorded 47 of the 53 CN/VIA Dayneters, but occupied only 5, none more than once but including most-recorded No. 5713 (*CCF, 1954*). If cars subsequently conveyed to Great Canadian are included, these totals rise slightly to 49 recorded and 6 occupied.

Renaissance Coaches:

Nos. 7102, 7211/70211, 7231 – 4; Nos. 7207, 7212, 7217/70217, 7220, 7230/70230 – 3; Nos. 7106, 7206, 7213, 7223, 7227 – 2. (All VIA)

I've recorded 22 of 37 Coaches originally built by Metropolitan-Cammell (MC) in 1995-6, but occupied only seven (including 7211 three times and 7213 twice). I also recorded four cars rebuilt to improve accessibility, occupying one (these being renumbered, e.g., 7217 to 70217). (Please note that VIA originally specified its 7100-series Renaissance cars as Clubs and 7200's as Coaches, but later designated 10 cars taken from both series as Clubs – just to totally confuse guys like me!)

Venture Coaches:

[Insufficient units to rank.]

So far, I've recorded just two of VIA's new Siemens Mobility "Venture" Coaches, Nos. 2801 and 2901 (*SMS, 2021*), occupying the former – such cars set to replace older units in in the Corridor.

Rail Diesel Cars:

No. 6204 – 9; Nos. 6005, 6116 – 5; Nos. 6003, 6007, 6113, 6114, 6115, 6136 (CP/VIA), 6355 – 4. (CN/VIA unless indicated otherwise.)

These self-propelled cars were built by Budd between 1953 and 1958. I occupied Nos. 6006 and 6204 most often (4 times). The 6000-series originally were RDC-9's, essentially powered RDC-1's without controls. The 6100's were RDC-1's; the 6200's RDC-2's; the 6300's RDC-3's (the latter two types having variously sized baggage compartments). Of the above cars, the 6000's – plus Nos. 6113 through 6116 – were built for Boston & Maine, while Nos. 6204 and 6355 started out with CN subsidiary Grand Trunk

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Western. I recorded CN/VIA RDC's to the following extent: • 33 of 49 RDC-1's (24 occupied); • all 10 RDC-2's (8); and • 6 of 9 RDC-3's (1). I recorded ex-CP RDC's to a much lesser extent, for instance 5 of 23 RDC-1's (4 occupied) – an example being ex-Dominion Atlantic RDC-1 No. 9059. I also recorded RDC's on BC Rail, an example being former Reading RDC-1 No. 11 (*Budd, 1956*). And I encountered two, de-powered, ex-Boston & Maine RDC-1's on *Wheatland Express*, occupying No. 2021 (*1955*).

PARLOR & CLUB CARS

Older Club Galleys:

Club Laurier, Union Club – 14; Mount Royal Club – 11; Rideau Club – 10. (All CN/VIA)

These Club Galleys were part of a 14-car fleet reconfigured out of Parlors, Buffet Sleepers, Sleeper Dinettes and Coaches built as part of CN's 1954 order. I recorded all of these cars, and occupied four of them. Examples of older cars assumed in main-line service are CN Buffet Parlor LACHINE, built as a Colonist car for Canadian Northern (*CCF 1919*), and CP Café Parlor No. 6664 (*CCF/CP, 1925*).

Also noteworthy are these recorded cars: • ex-CN Buffet Club Lounge LAKE MAKAMIK (*CCF, 1930*); • ex-Grand Trunk Western Buffet Club Lounge SILVER LAKE (*PS, 1954*); and • Turbo Club Galley No. 200 (*UA, 1967*).

In the U.S., I assumed these older cars in main-line service: New Haven Parlor Lounge ESSEX COUNTY (*PS, 1948*); and Pennsylvania Parlor GENERAL LAFAYETTE (*Budd, 1952*). In excursion service, I recorded several White Pass Parlor cars operating as Coaches, including truly ancient, former South Pacific Coast LAKE EMERALD (*Carter Bros., 1883*).



[VIA 1st & "Comfort" class logos (from brochure, *Le Corridor Québec-Windsor, 2004*)]

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R-39: Ontario Rail Association's Coach TERRA COTTA, at Wakefield QC, formerly CP Parlor No. 6751 (1974/07/06) [PETER DAWES].

LRC Club Galleys:

No. 3471 – 14; **No. 3473** – 12; **Nos. 3451, 3454, 3468, 3473** – 11. (All VIA)

As mentioned above, 28 of VIA's LRC Coaches became Club Galleys in 1985. I've recorded all of them, and occupied 11 (seven in Club, three more in Coach service). Furthermore, I've occupied two additional cars converted in 2002 (Nos. 3600, 3601), but operating as Coaches.

On American trains, I recorded Amtrak Metroliner Club Galley No. 886 (Budd, 1969). While not Club Galleys, I recorded Amtrak Talgo Parlors Nos. 7450 and 7550 (1998), also 7561 and 7563 (2013) (RENFE-Talgo of America), also Acela Express galley-equipped Coach No. 3214 (BBD/Alstom, 2001).

HEP-2 Club Galleys

No. 4009 – 8; **Nos. 4005, 4008** – 7; **No. 4007** – 5. (All VIA)

These former Amtrak cars were built by Budd in 1949. Original owners of these cars ranged from Louisville & Nashville to Pennsylvania, Seaboard Air Line to Southern. I've recorded all 10 cars in this

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series and occupied Nos. 4000 and 4009 once each in Club service, plus Nos. 4005 and 4006 once each in Coach service.

Renaissance Club Cars:

No. 7214 – 4; Nos. 7103, 7107, 7113, 7216, 7219 – 2; Nos. 7105, 7221 – 1. (All VIA)

As mentioned above under **COACHES & DAYNITERS**, VIA designated 10 cars taken from its 7100 and 7200 Renaissance series as Clubs, with meals heated in an adjacent “Service” car. I’ve recorded eight of these cars, but occupied none.

Venture Club Galleys:

[Insufficient units to rank.]

So far, I’ve recorded just two of VIA’s new Siemens Mobility “Venture” Club Galleys, Nos. 2601 and 2701 (*SMS, 2021*) – such cars set to replace LRC, Renaissance and HEP-2 units in the Corridor.

RDC Club Galleys:

[Insufficient units to rank]

I recorded three BC Rail RDC’s (*Budd, 1956-7*) reconfigured for Club Galley service on the *Cariboo Dayliner*. I occupied Nos. 30 and 33 once each (both built for BCR), while No. 31 was in Coach service (initially owned by Great Northern).

SLEEPING & BUSINESS CARS

Older Sleepers:

Draper Manor – 19; Abbot(t) Manor – 17; Bayfield Manor – 16. (All CP/VIA)

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The MANOR's (*4sc4rm5db1ct*) – and sister CHÂTEAU's (*4sc8du3db1dr*) – were part of CP's 1954-5 Budd order and were later modernized by VIA under its HEP-1 program, including the replacement of one Section by a shower. (For the uninitiated, *4sc4rm5db1ct*, etc., refers to the types of accommodation in each Sleeper.) I occupied CABOT MANOR most often, at five times, and these at four times each: • DRAPER MANOR; • ex-New York Central MARGAREE RIVER (*PS, 1949; 10rm6db*); • ENGLEE (*PS, 1954; 4sc8du4db*); and • ex-Florida East Coast WINDIGO (*PS, 1954; 4sc4rm5db1ct*). I've recorded all eight, rebuilt, deluxe "Prestige Class" cars (*6 de*), including (as Prestige cars) CHÂTEAU CADILLAC (12 times), MAISONNEUVE (11), JOLLIET and VARENNES (10).

Other recorded CN Sleeper types included: • MOUNT FITZWILLIAM (*PS, 1954; 5ct3r*); • INGONISH (*CCF, 1950; 24du*); also • ex-NYC VAL D'OR (*PS, 1948; 22rm*) and WESTLOCK (*PS, 1938; 17rm1sc*). (All except the last-mentioned went on to VIA.) I occupied these CN/VIA types: • GREENSHIELDS (*1954; 6sc6rm4db*); • HUDSON BAY (*1954; 10rm5db*); and • ex-St. Louis-San Francisco TOPSAIL FALLS (*1948; 14rm4db*) (*all PS*). Where even older cars were concerned, I occupied Alberta Prairie's TRACY (*CCF/CP, 1931; 12sc1dr*) in day service, while assuming CN's KINGSTON (*1914, 12sc1dr*) and POINT COMFORT (*1919, 14sc*) (*both CCF; ex-CNoR*).

I've recorded all 42 CP/VIA MANOR cars and occupied 28 (as just mentioned, CABOT five and DRAPER four times). I've recorded all 29 CHÂTEAU cars and occupied 8 (LASALLE twice; others just once; none as a "Prestige car"). The more numerous of CN/VIA series? I recorded (number occupied in brackets): • "E", 45 of 51 (19); • RIVER, 26 of 45 (4); • GREEN, 23 of 25 (11); and • FALLS, 10 of 12 (3).

Where American service providers are concerned, I recorded several Sleepers twice, including Amtrak's former Santa Fe car PINE FALLS (*Budd*) – which I occupied both times – and Southern's ENOREE RIVER (*PS*) (*both 1949; 10rm6db*). I also occupied these Amtrak cars once each: ex-Chicago, Rock Island & Pacific TIMES SQUARE (*8rm6db*) (had been leased to CN during Expo 67) and ex-Atlantic Coast Line OKEFENOKEE (*4sc4rm6db*) (*both PS, 1954*). I also recorded several Slumbercoaches, including former Northern Pacific No. 2087 (*Budd, 1959; 24sn8dl*). Although not in the "older" category, I occupied Superliner No. 32019 (*PS, 1978-81; 5de14ec1fm1di*) while this car was on demonstration over VIA (as a point of interest, the "di" here refers to a room specifically designed to accommodate persons using mobility devices) – also second-generation cars 32072, 32094 and 32099 (*BBD, 1993-4; same configuration*) on Amtrak trains. I also occupied Amtrak Viewliner Nos. 62015, 62038 and 62049 (*Morrison Knudsen/Amerail, 1995; 13rm2br1di*) once each.

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R-40: Ferrocarril Sonora-Baja California's 10-1-2 sleeper TECATE, formerly Pullman LAKE ZURICH assigned to the Chicago & North Western Railroad, resting at Puerto Peñasco SB before returning north to Mexicali (1975/11/15) [TOM MATOFF].

The oldest Sleeper I recorded in U.S. service was INDIAN DRUM (*PS*, 1947; 11*db*), built for the Santa Fe. In Mexico, I recorded three Sonora-Baja California veterans in day service on my one excursion, occupying former Pullman and Chicago & North Western TECATE (*PS*, 1924, 10*sc1dr2ct*).

Renaissance Sleepers:

Nos. 7518, 7525 – 4; Nos. 7502, 7513, 7519 – 3; Nos. 7505, 7507, 7508, 7520, 7522 – 2. (All VIA)

I've recorded 24 of 27 Renaissance Sleepers (*MC*, 1995-6; 10*db*), occupying No. 7507 and 7510 twice each, Nos. 7506 and 7521, once each. I've recorded No. 79515 (ex-7515), rebuilt to improve accessibility, three times.

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Business Cars:

Burrard (CN/VIA) – 10; Prime Minister's No. 5 (CN) – 8; Governor General's Nos. 1, 2 (GVC) – 5.

VIA's BURREARD (*PS, 1954*) and PM's car No. 5 (*CCF, 1927*) were both constructed for CN – the latter being leased much later to the Government of Canada. The Governor General's cars were built for the same government (*Hawker-Siddeley [HS], 1967*).

I occupied: • Governor General's car No. 2 five times; • VIA's ex-Florida East Coast/CN NORTH WIND (*ACF, 1949*) three times; and • Ontario Northland's ex-Wabash ONAKAWANA (*PS, 1927*) once. The oldest Business car I recorded in Canada was Ontario Northland's former St. Louis-San Francisco MOOSONEE (*ACF, 1912*); the oldest I occupied was the aforementioned ONAKAWANA.

In the U.S., I recorded these Business cars on the Durango & Silverton, three and two times, respectively: NOMAD (*Jackson & Sharp, 1878*); and CINCO ANIMAS (*Billmeyer & Small, 1879*). Additionally, these cars once each, from oldest to youngest (*all built by PS*): • Southern's No. 9 (*1918*); • Southern Pacific's OAKLAND (*1928*) and CITY OF ANGELES (*1949*); and • Rio Grande's WILSON McCARTHY (*1950*).



[*Denver & Rio Grande Western Railroad, Timetables, 1979/08/02*]

DINING & OTHER MEAL CARS

Older Meal Cars:

Louise – 14; Emerald & Fairholme – 13; Palliser – 12. (All CP/VIA)

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R-41: Off-duty Dining car staff in FAIRHOLME, somewhere between Mattawa and North Bay ON, on last CP-operated No. 1 *Canadian* (1978/10/28) [GERALD E. GAUGL].

Most "older" Dining cars were from the mid-1950's equipment orders. I've recorded 16 of the 18 CP/VIA Diners, all 16 of which VIA later rebuilt under its HEP-1 program. Of CN diners, I recorded No. 1369 (*CCF*, 1947), one of several converted from Coaches. I assumed pre-war CN Diner No. 1331 (*CCF*, 1938), based on an actual consist provided by an acquaintance.

Other CN/VIA meal-car types recorded included representative Dinette Dormitories No. 425 (*PS*) and No. 431 (*CCF*) (both 1954). I assumed Diner Lounge No. 1351 (*PS*, 1954), and recorded and occupied these Café Coaches: Tempo No. 340 (*HS*, 1968) and Turbo No. 257 (*UA*, 1967). The oldest car I assumed in main-line service was CN's Café No. 495 (*CCF*, 1920); in excursion service, I recorded Algoma Central's ex-Rio Grande Café Coach No. 501 (*PS*, 1910).

Where CN/VIA is concerned, I've recorded: • 20 of 23 Diners (most frequently, Nos. 1338 & 1346, at 6); • 1 of 6 Diner Lounges; • 6 of 11 Dinette Dormitories; and • 7 of 9 Diners converted from Coaches.

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In the U.S., I recorded Amtrak's ex-Burlington Diner No. 8505 (*Budd, 1957*) three times: first as No. 458 in 1973; then 8505 in both 2010 and 2011. Other units recorded twice (also Budd-built) were ex-Santa Fe Diner No. 8035 (*1938*) (the oldest encountered in main-line service) and former Chesapeake & Ohio Diner Lounge No. 8302 (*1948*). Also worth mentioning are the following Amtrak cars: • ex-Santa Fe Lunch Counter Dormitory No. 8115 (*PS, 1950*); • ex-Pennsylvania twin-unit Nos. 8806/8807 (seating and kitchen-dormitory cars) (*Budd, 1949*); • ex-Northern Pacific Diner No. 461, now Amtrak Diner Grill No. 8552 (*Budd, 1957*); and • Turboliner Café Coach No. 96 (*ANF/AM, 1973*). Finally, I recorded these Diners still being operated by private railroads (*both Budd, 1948-9*): Rio Grande's SILVER BANQUET (formerly part of the *California Zephyr* equipment pool); and Southern's No. 3309. Not to mention Alaska Railroad's No. 452 (*PS 1958*), a former Chicago & North Western diner in Café Lounge service.

While not qualifying as older cars, I've recorded six Superliner Dining cars, including No. 38034 on *California Zephyr* (*PS, 1978-81*) and No. 38066 on *Empire Builder* (*BBD, 1993-4?*), also Diner Lounge No. 37014 on *City of New Orleans* (*PS, 1978-81*). Same thing regarding Amfleet Dinettes, such as No. 43356 (*Budd, 1975-7*), on shorter routes; also *Acela Express* Café No. 3306 between New York and Washington. Finally, I recorded Talgo Diners Nos. 7800 (*1998*) and 7811 (*2013*) (*RTAL*), which seemed more like Cafés.

Renaissance Diners:

No. 7401 – 4; No. 7400 – 2. (Both VIA)

VIA converted three unfinished Sleeper shells into Diners for use on the *Ocean*, with meals being prepared in an adjacent Service car. So far, I've recorded these two cars.

LOUNGE CARS

Buffet Lounge Cars:

***Matinée* – 5; *Beauséjour, Sans Souci* – 3; *Athabaska, Élan, Fraser, Soirée, Rêverie*: – 2. (All CN/VIA)**

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Most of these were heavyweight cars (*CCF, 1922-7*), later modernized and passed on to VIA – the exceptions being former Sceneramic Lounges ATHABASKA and FRASER, built for the Milwaukee Road (*PS, 1952*). I recorded 12 of 26 heavyweight lounges, and 5 of 6 Sceneramics. While not a Buffet Lounge, the oldest car recorded in this general category was another real veteran, BC Rail's Open Observation car MOUNT GARIBALDI (*CP, 1914*).

I recorded these Amtrak Buffet Lounges twice each: ex-Chesapeake & Ohio No. 3300 (one of three Amtrak "Le Pub" cars used on the *Montréal*); and ex-Atlantic Coast Line No. 3335 (*both Budd, 1947-8*). In 2010, on *Adirondack*, I recorded former Great Northern full-length Lounge No. 1031 OCEAN VIEW (*Budd, 1955*). The oldest cars I recorded in main-line service were two built by PS: Southern's deadheading Observation Lounge LOOKOUT MOUNTAIN (*1928*), dedicated to steam excursions; and Amtrak's ex-Southern Pacific Buffet Dome Lounge No. 9370 (*1937*).

Sleeper Lounge Cars:

Prince Albert Park – 14; Laurentide Park – 10; Evangeline Park, Strathcona Park – 8. (All CP/VIA)

All of these cars were from CP's mid-1950's equipment order, Observation Lounge Dome Sleepers (*3db1dr*) rebuilt under VIA's HEP-1 program. I've recorded 17 of the 18 PARK cars, and occupied the Drawing Room of one (TREMBLANT). I've recorded all four of VIA's rebuilt, accessible, deluxe "Prestige Class" cars (*1de1di*): PRINCE ALBERT PARK (eight times); LAURENTIDE (six); KOOTENAY (five); and GLACIER (four); and. As for CN/VIA's CAPE Buffet Lounge Sleepers (*2db2ct*), also from its mid-1950's order, I recorded all seven: CAPE TORMENTINE (six times); CAPE BRETON (five); and CAPE CHIGNECTO (four).

I also recorded VIA's FITZWILLIAM (*PS, 1954; 3db*) and Alberta Prairie's GLEN SUTTON (*CCF/CP, 1921; 4sc*). (Photo **R-18** leading off Chapter 3, was taken from FITZWILLIAM, formerly the full Sleeper MOUNT FITZWILLIAM referred to above under **SLEEPING & BUSINESS CARS**.) I assumed CP's ex-New York Central MOUNTAIN VIEW (*Budd, 1949; 5db*) and CN's FORT STEELE (*CCF, 1924; 4db*) – the latter subsequently converted to CN/VIA Buffet Lounge BON VOYAGE.

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R-42: Observation Lounge Dome Sleeper TWEEDSMUIR PARK on rear of VIA No. 1 *Canadian* at Toronto Union Station on Track 7; Renaissance Sleeper 7514 on No. 51 *Enterprise*, just arrived from Montréal, barely visible on Track 6 (2002/10/12) [PETER DAWES].

I recorded two American cars once each: Southern's Buffet Lounge Sleeper CRESCENT HARBOR (*PS*, 1949; 3db); and Rio Grande's Observation Lounge Dome Sleeper SILVER SKY (*Budd*, 1948; 3db1dr) – the latter eventually purchased by VIA, named JASPER PARK, but sold on without being modernized. I recorded one Buffet Lounge Sleeper in Mexico: Sonora-Baja California's former New York Central CUAUHTÉMOC (*PS*, 1949; 6db).

Long Distance Café Lounge Cars:

**No. 512/8512 – 16; Nos. 502/8502, 507/8577, 517/8517 – 14;
No. 503/8503 – 13. (All CP/VIA)**

All of these cars were from CP's mid-1950's equipment order, Café Coach Dome Lounges called "Skylines", which VIA later reconfigured by transforming the coach area into a dining section, then rebuilt

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under the HEP-1 program and renumbered as indicated. CN/VIA operated "750"-series cars reconfigured from Café Coach Lounges, my most recorded being No. 752 (six times). Overall, I've recorded all 18 Skyline and 15 of 16 "750" cars.

Turning to American service providers, I recorded several cars fitting this description once each: Café Lounge Dome Coaches BLUFF POINT and WILLSBORO POINT on the D&H (these being leased CP Skylines); and several much-younger Amtrak bilevel Superliner "Sightseer" Café Lounge such as No. 33009 (*Budd, 1981*). I'm also including here Pacific Southwest Railway Museum Association's ex-Union Pacific (UP) Lounge Dormitory MEXICALI ROSE (*PS, 1924*), which I recorded in Mexico; and Durango & Silverton Snack car No. 566, originally a Baggage Mail unit (*D&RGW, 1883*). On Alaska Railroad, I encountered two lounge cars originally built by Pullman-Standard in 1958: Café Lounge No. 351, for C&NW (rebuilt by Rader Railcar in '97); and No. 502, for UP (featuring a Dome).

Café Coach Lounge Cars:

No. 3034 – 9; Nos. 3032, 3037, 3039 – 8; Nos. 3024, 3033 – 7. (All CN/VIA)

These were rebuilt from 1954 Coaches and used primarily on Ontario-Québec Corridor and transcontinental trains. There were 40 of them, but 16 were transformed yet again into the 750-series just mentioned, and 15 into the 2500-series described below. I recorded all nine of the remaining cars, and occupied a coach seat in four of them.

In the U.S., I recorded one such car: ex-Santa Fe Coach Lounge No. 3820 (*Budd, 1939*).

Short Distance Café Lounge Cars:

No. 2502 – 18; No. 2506 – 13; No. 2504 – 10. (All CN/VIA)

As just described, there were 15 of these cars, reconfigured from Café Coach Lounges, and they were mainstays in the Ontario-Québec Corridor. CN called them "Café Bar Lounges", and I recorded all of them. In the U.S., I recorded Amtrak Talgo Café Lounge Nos. 7300 (*1998*) and 7311 (*2013*) (*RTAL*).

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Renaissance Service Lounge Cars:

Nos. 7309, 7313 – 4; Nos. 7300, 7305 – 3; Nos. 7303, 7304, 7308 – 2. (All VIA)

These cars started out featuring a small Lounge, a baggage area, an office and a bedroom for persons using mobility devices. I've recorded 12 of 17 such cars, seven of which had been reconfigured into Café Lounges for *Ocean* service.

BAGGAGE & MISCELLANEOUS CARS

Older Baggage Cars:

No. 604/8604 – 14; No. 609/8609 – 12; No. 616/8616 – 10 (All CP/VIA)

Nos. 604, 609 and 616 originally were Baggage Dormitories from CP's 1954-5 equipment order which later became straight Baggage cars, then were renumbered when VIA rebuilt these cars under its HEP-1 program. CN also ordered Baggage cars in its 1954 order, the most recorded being No. 9663 at nine times. Also recorded (8 times) was No. 9487, built for the New York Central as a Sleeper (*PS, 1948; 22rm*) and sold to CN, which renamed the car VAL GAGNÉ and later transformed it into a Baggage Dormitory (*14rm*). I've recorded 16 of the 18 CP cars (including 11 of the renumbered VIA versions), 63 of 70 CN 9600-series Baggage cars, and 12 of 14 CN Baggage Dorms.

I assumed several Baggage Mail cars (also known as Railway Post Offices), including CN No. 9733 (*NSC, 1941*). I recorded another such CN car, No. 7840 (*NSC, 1948*), but in the later guise of VIA Battery Charger car No. 15205. Furthermore, I included one from an actual consist provided by an acquaintance, CP No. 3701 (*CCF, 1950*).

Other recorded cars of interest: • CP's Baggage No. 2701 (*CCF, 1952*); • CP's Box Express No. 29040 (*no details available*); • BC Rail's ex-CP Generator Tool car PRINCE GEORGE (*CCF, 1953*); • CN's ex-Northern Alberta Railways Caboose No. 79101 (*CP, 1949*); and CN's mail/express RDC-4 No. 6401 (*Budd, 1957*). I assumed CN Baggage Dormitory No. 9203 (*NSC, 1954*) and a number of sister cars.

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R-43: VIA Baggage car No. 8623, formerly owned by Union Pacific, on No. 60 *Meridian* at Kingston ON (2004/10/??) [PETER DAWES].

Where oldest cars are concerned, I recorded Ontario Northland No. 1101 on an excursion (*PS*, 1914), and assumed CP Baggage Mail No. 3766 in main-line service (*CP*, 1917).

In the U.S., I recorded Amtrak's former Santa Fe Baggage car No. 1158 three times (*ACF*, 1958). Other recorded ex-Santa Fe Amtrak cars of note were No. 1056, still lettered for "Mail" (*Budd*, 1957) and No. 9990 (*PS*, 1947), converted into a "transition" car between regular and Hi-level cars. I also recorded three former Union Pacific Coaches rebuilt by Amtrak into Baggage cars, one of which was No. 1730 (*Budd*, 1961). Then there were two 1950-built cars: Rio Grande Baggage Coach No. 1230 (*PS*); and Southern Baggage No. 711 (*ACF*). On Amtrak, I also recorded Talgo Nos. 7101 (1998) and 7111 (2013) (*RTAL*) on *Cascades*, and a new baggage car, No. 61004 (*Construcciones y Auxiliar de Ferrocarriles, USA* [*CAF*], 2014), on *Crescent*. On Alaska Railroad, I encountered former UP car No. 102 (*ACF*, 1961).

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The oldest head-end cars I recorded in U.S. main-line service were two Amtrak Baggage Dormitories: ex-Santa Fe No. 1501 (*Budd, 1937*); and ex-Florida East Coast No. 5030 (*Budd, 1939*). The latter originally featured a separate Coach portion for African-Americans travelling in the “Old South”, these being known as “Jim Crow” cars. The only such car I encountered in Mexico was Swiss-built, Sonora-Baja California No. 5511 (*Schindler Waggon, 1959*).

HEP-1 Baggage Cars:

No. 8621 – 6; Nos. 8620, 8622, 8619 – 4; No. 8618 – 3. (All VIA)

I've recorded all 6 former UP Baggage Mail cars rebuilt under VIA's first HEP program – these originally having featured a Railway Post Office.



[uprr.com]

Renaissance Baggage Cars:

No. 7011 – 5; Nos. 7001, 7002 – 3; No. 7007 – 2. (All VIA)

VIA converted a dozen unfinished Sleeper shells into Baggage cars, because the space provided for this purpose in the Service cars was inadequate. They later reconfigured three as “Gallery Transition” cars (*see immediately below*). So far, I've recorded seven of the nine remaining Baggage cars.



[viarail.ca/classes]

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R-44: VIA No. 15 *Ocean* passes through Truro NS on its way from Halifax to Montréal, trailed by a Renaissance Sleeper, Gallery Transition car, and Budd Observation Lounge Dome Sleeper (2005/09/11) [GARY HADFIELD].

Renaissance Gallery Transition Cars:

[Insufficient units to rank]

VIA's three Gallery Transition cars have been used on the *Ocean* to provide a link between Renaissance Sleepers and rear end PARK Observation Lounge Dome Sleeper when the latter is attached – the couplers being incompatible. So far, I've recorded just one of these cars (No. 7601), but four times.

LOCOMOTIVES & RELATED UNITS

Diesel Cab Units:

Nos. 1404/6553 (CP/VIA) & 6624, 6758, 6769, 6775 – 8; Nos. 1406 (CP/VIA) & 6620, 6770, 6780, 6870 – 7; Nos. 6516, 6519, 6760, 6765, 6778, 6791, 6871 – 6. (CN/VIA unless indicated otherwise)

These locomotives were built between 1953 and 1959. No. 1406 and the 6500's were FP9A's, the 6600's F9B's – all built by General Motors Diesel Division (GMD). No. 6758 was an FPA-2; the rest of the 6700's FPA-4's, while the 6800's were FPB-4's – all built by Montréal Locomotive Works (MLW). VIA rebuilt ex-CP FP7A No. 1404 into FP9A No. 6553.

Where CN/VIA was concerned, I recorded: • 35 of 43 FP9A's; • 34 of 38 F9B's; • 25 of 34 FPA-4's; and • 11 of 12 FPB-4s. As for CP/VIA: • 14 of 24 FP7A's; • 10 of 11 FP9A's; • 6 of 8 F9B's; and • 0 of 12 F7B's. Other recorded F-units included: • CP FP9A No. 1412 (1954), the one I occupied between Schreiber and Nipigon ON; • CN F7A No. 9174 (1951-2), which I rode between Terrace and Prince Rupert BC; • ONR's rebuilt FP7A No. 2000 (1951-3); • VIA's ex-CP FP7A No. 4068 (1952); and • VIA's rebuilt ex-CP F9B No. 1961 (1954).

The oldest diesels owned by Canadian service providers that I recorded were built in 1949: in main-line service, CP E8A No. 1802 (EMD), later VIA No. 1899; in other service, Ontario Northland FP7A 1510 (GMD). "EMD" stood for Electro-Motive Division, the American parent of GMD, and CP No. 1802 was one of three CP E8A's – the only "E" units operated by Canadian railways.

On U.S. trains, I recorded these Amtrak units twice each: • ex-New York Central E8A Nos. 256 and 260 (EMD, 1951); • ex-Union Pacific E9A No. 416 (EMD, 1955); and • Delaware & Hudson's former Santa Fe PA-1 Nos. 17 and 18 (ALCO, 1948) – ALCO being MLW's American parent. Other units of note (all built by EMD): • Amtrak's ex-Southern Pacific FP7A No. 111 (1953); • Burlington Northern's E9B No. 9735 (1950), leased to Amtrak; • Southern's E8A No. 6900 (1951); and • Rio Grande's F9B No. 5762 (1955).

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R-45: VIA's initial No. 1 *Canadian* departing Toronto for Vancouver, led by CP FP7A No. 4066 and a CN Steam Generator Car (1978/10/29) [GERALD E. GAUGL].

Diesel Road Switchers:

No. 4100 – 5; Nos. 3121, 3126, 4105, 8508 (CP) – 3; Nos. 3107, 3113, 3116, 3123, 3124, 3648, 4101, 4104, 8511 (CP), 8516 (CP), 8528 (CP/VIA), 8574 (CP) – 2. (CN unless indicated otherwise)

These units at times supplemented or replaced passenger locomotives. Constructed between 1957 and 1959, CN's 4100-series were GP9's (GMD), while the 3100-series (also No. 3648) were RS18's (MLW). CP Nos. 8508 through 8528 also were GP9's (GMD, 1954-5).

Other recorded units of note were: • CP RS10 No. 8558 (MLW, 1956), the only road switcher to be sold to VIA; • CN GP9 No. 3152 (GMD, 1960), converted to HEP for Tempo service; • Algoma Central GP7 No. 165 (GMD, 1951); • Terra Transport's narrow-gauge G8 No. 802 (GMD, 1956); and Wheatland Rail's GP38-2's Nos. 5541 and 5542 (EMD, 1971). While not a road switcher, I also recorded Southern Prairie 44-Tonner No. 15 (1945), built for Maine Central, and South Simcoe's 70-tonner No. 703 (1948), constructed for Southern Railway (both GE).

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Where American service providers were concerned, I recorded several White Pass RSD35 units, including No. 101 (*MLW, 1969*).

Diesel Road Passenger Units:

[Insufficient units to rank.]

In the U.S., I recorded several Amtrak SDP40F's twice each, an example being No. 528 (*EMD, 1973-4*). I also recorded Southern Pacific SDP45 No. 3201 (*EMD, 1967*) once, loaned or leased to Amtrak.

Diesel Road Freight Units:

Nos. 7488, 7498 (GCRT); No. 4323 – 2; Nos. 4317, 4326, 3013 – 1. (ARR unless indicated otherwise)

In Canada, I recorded these units: Santa Fe B36-7 Nos. 7488 and 7498 twice (*GE, 1980*), leased to Great Canadian for service on the *Rocky Mountaineer*; and CP SD40-2 No. 5574 once (*GMD, 1972*), helping the *Canadian* through the Rockies. On Alaska Railroad (ARR), the 4300-series were SD70MAC's (*2004*), while No. 3013 was a GP40-2 (*1978*) (*both EMD*) – all of these used on passenger trains. In Mexico: Sonora-Baja California's GP-40 Nos. 2109 and 2309 (*EMD, 1973*). While not a road switcher, I did record Incofer (*Instituto Costarricense de Ferrocarriles – Costa Rican Railroad Institute*) switcher No. 15 (*Mercedes-Benz, year unknown*).

LRC Diesels:

Nos. 6904, 6905 – 3; Nos. 6901, 6903, 6913, 6915, 6916, 6918, 6919, 6926 – 2; [Several] – 1. (All VIA)

These were LRC-2's constructed by Bombardier between 1980 and 1982, except for 1984-built LRC-3 No. 6926. I recorded 16 of 21 of the unreliable-throughout-their-lives LRC-2's, but only 1 of 10 LRC-3's.

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F40PH-2/3 Diesels:

No. 6412 – 14; Nos. 6417, 6420, 6421 6428 – 9; No. 6407 – 8. (All VIA)

These passenger locomotives (*GMD, 1986-7*) replaced the 1950's-era units VIA purchased from CN and CP, and became workhorses on transcontinental, corridor and regional services. They have been redesignated F40PH-3's after a major rebuilding between 2009 and '12, and I've recorded 53 of 59 units. I've also recorded Rail World Locomotive Leasing's former Amtrak No. F40PH No. 319 (*EMD, 1978*) at work on Agence métropolitaine de transport (AMT), and several GO Transit F59PH commuter versions of the F40PH, including No. 525 (*GMD, 1988*). In the U.S., I recorded several Amtrak F40PH's built by EMD, such No. 215 (*1976*), and six Caltrain F40PH-2's, including No. 917 (*1985*), designated F40PH-2CAT after being rebuilt in 1999.



[F40PH-2 (National Timetable, 1994/ 01/01, inside back cover)]

F40PHI & MP40PH Diesels:

[Insufficient units to rank.]

I've recorded these F40PHI units: • AMT (leased from GO Transit) No. 526 (*1988*); • GO Nos. 525, 534 and 561 (*also 1988*); • TransLink (*West Coast Express*) No. 903 (*1995*); • GO Transit No. 561 (*1988*) (*all GMD*); • and Amtrak No. 466 (*EMD, 1998*), supplemented by ex-F40PH Non-Powered Control Unit No. 90278, both modified to haul Talgo cars. I also encountered GO's MPF40PH No. 633, built by Motive Power Inc. of Boise ID (*2009*).

P42DC Diesels:

Nos.902, 909 – 9; Nos. 904, 915, 917 – 7; Nos. 905, 919 – 6;. (All VIA)

To date, I've recorded all VIA's 21 "Genesis" locomotives (*GE, 2001*).

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R-46: VIA No. 61 *Meridian* passing Collins Bay, just west of Kingston ON station, its seven LRC cars hauled by P42DC Genesis 905 (2004/10/07) [PETER DAWES].

These have been used by VIA on Ontario-Québec Corridor services. I've also recorded 25 Amtrak General Electric P42DC's, including No. 166 twice (2000), plus one unit from the earlier P40 series, No. 815 (1993).

SCV-42 Diesels:

[Insufficient units to rank.]

So far, I've recorded just one of VIA's new "Charger" diesel-electrics, No. 2202 (SMS, 2021) – these units slated to provide the power for Ontario-Québec Corridor "Venture" train sets built by Siemens Mobility.

Turbotrains:

[Insufficient units to rank.]

I recorded several Turbo power units once, including CN/VIA Power Dome Club No. 125 and Power Dome Coach No. 151 (both UA/MLW, 1968). In the U.S., I recorded a number of Amtrak units, including Power Dome Club No. 51 (UA/PS, 1968) and Power Baggage Coach No. 69 (ANF/AM, 1975).

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R-47: Amtrak-owned United Aircraft/Pullman Standard *Turboliner*, in a photo taken from Boston's Back Bay Station (1976) [GREGORY L. THOMPSON].

Steam Locomotives:

Nos. 41, 6060 (APRE) – 6; No. 473 (D&S) – 4; Nos. 481 (D&S), 1057 (NCC), 2860 (BCR), 73 (WP&Y) – 2.

I recorded no such locomotives in standard-gauge, main-line service but, for the early years, assumed several built by MLW for CN: Northern 4-8-4's, an example being No. 6218 (1944); and Mountain 4-8-2's, such as No. 6060 (1942). As indicated above, I recorded No. 6060 years later on Alberta Prairie, by then owned by the Rocky Mountain Rail Society.

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R-48: White Pass & Yukon 2-8-2 steam locomotive No. 73, standing at Skagway AK before hauling an excursion to Fraser Meadows BC (2017/06/15) [PETER DAWES].

I also recorded: • Government of British Columbia's ex-CP 4-6-4, Royal Hudson No. 2860 (*MLW, 1940*), on lease to BC Rail for North Vancouver-Squamish excursion service; • Ontario Rail Association's former CP Ten-Wheeler No. 1057 (*MLW, 1916*), loaned to the National Capital Commission; and • Alberta Prairie's ex-St. Louis-San Francisco, 2-8-0 Consolidation No. 41 (*BLW, 1920*). My oldest assumed engine was CN's former Canadian Northern Consolidation No. 2601 (*MLW, 1907*).

In the U.S., I recorded five steam locomotives, four of them ex-Rio Grande narrow-gauge 2-8-2 Mikado's: • K-28 No. 473 (*ALCO, 1923*) on Durango & Silverton (D&S) excursions three decades apart; • D&S K-36's 481 and 486 (*BLW, 1925*); and • Cumbres & Toltec's K-36 No. 483 (*also BLW, 1925*). The fifth locomotive was White Pass & Yukon's 2-8-2 No. 73 (*BLW, 1947*).

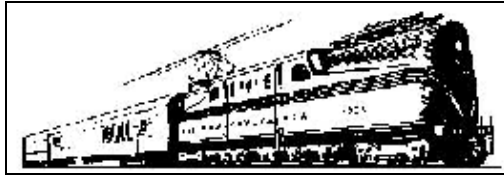
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Electric & Dual Diesel/Electric Locomotives:

[Insufficient units to rank.]

I possibly encountered a CN box cab electric once, between Turcot Yard and Central Station in Montréal, assuming it to be No. 6716 (*English Electric, 1924-6*).

In the U.S., I recorded four ex-Pennsylvania Amtrak GG-1 electrics in the Northeast Corridor, including No. 4938 (*PRR/GE, 1943*) in original Pennsy colours, and Amtrak electrics AEM-7 Nos. 912 and 951 (*EMD, 1980-8*) and E60CP No. 956 (*GE, 1975*). I also recorded several ex-New Haven Amtrak FL9 dual locomotives between Croton-Harmon NY and Grand Central Terminal, including No. 5020 (*EMD, 1960*), and five P32ACDM's (*GE, 1995-8*) dual units designed to operate in and out of New York's Penn Station on the Albany route, including No. 716 twice. In 2015, I recorded *Acela Express* electric locomotives 2016 and 2038 between New York and Washington (*BBD/ALS, 2001*).



[GG-1 electric locomotive (ribbonrail.com)]

Generator Units:

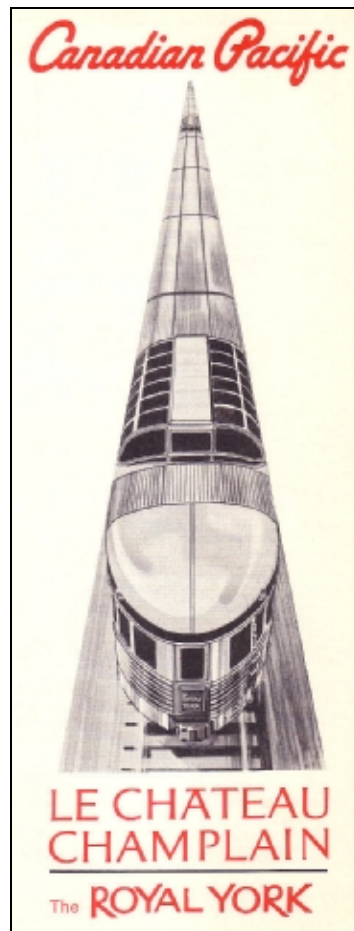
Nos. 15448, 15490 (CN/VIA) – 4; Nos. 15406, 15417, 15445, 15483 (CN/VIA) – 2; [Several] – 1.

I recorded 34 of 95 CN/VIA Steam Generator Units, built variously by CCF, GMD and NSC between 1956 and 1960 – likewise Algoma Central No. 74, built in-house from a boxcar in 1951. Not to mention these Electrical Generator Units: • No. 15301 (*NSC, 1957*), fashioned out of a Baggage car by CN and passed on to VIA; • ex-Milwaukee Road No. 204 (*EMD, 1949*), converted by Ontario Northland for service with former GO Transit cars; and • No. 302, an ex-CN, VIA and Amtrak Baggage car operated on *Le Train du Massif de Charlevoix*. In the U.S., I recorded Amtrak's ex-Auto-Train Electrical Generator Unit AUTO HAVEN, constructed from a UP Coach, and Talgo Nos. 7900 (*1998*) and 7911 (*2013*) on *Cascades*.

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RANDOM PASSENGER TRAIN MOMENT NO. 4

After abrogating the Pool Agreement with CN in 1965, CP offered “fast new trains” between Montréal and Toronto, using Budd stainless-steel cars, with an RDC connection for Ottawa passengers at Smiths Falls ON (change of trains necessary). *Le Château Champlain* and *Royal York* were short-lived, mainly because they could not compete, time wise, with CN's Montréal-Toronto trains, and the Ottawa connection was unsatisfactory.



[From CP brochure, 1965]

Chapter 5 CONCLUDING REMARKS



R-49: Author checking out the sports section of the *Globe and Mail* in a favourite spot, the rear lounge of Observation Lounge Dome Sleeper GLACIER PARK (2004/09/28) [SANDRA DAWES].

NO MATTER WHERE IT'S GOING: CONCLUDING REMARKS

So there it is: seven decades of train travel and counting. Lots of changes over the years, some for better, more for worse. My deepest thanks again to all those who helped with this project.

First, some positives, as of this writing. Services in VIA Rail Canada's Ontario-Québec Corridor have improved vastly over the decades, and to have a train like the *Canadian* still running with 20 or more original cars (including Domes and Diners) is almost like a dream – even if it mainly follows the Canadian National, as opposed to the traditional Canadian Pacific, route. *Rocky Mountaineer* and Alberta Prairie Railway Excursions show that tourist operations can be viable in certain niches. Commuter agencies such as Toronto's GO Transit, Montréal's "Exo" (formerly Agence métropolitaine de transport), and Vancouver's *West Coast Express* provide unsung but essential service. In the U.S., modest higher-speed rail and Amtrak equipment-renewal efforts under Obama were renewed somewhat under Biden, after the anti-passenger-rail presidency of Trump. There is the *Acela Express* in the Northeast Corridor, some promising state-supported routes, and a network of fascinating long-distance trains. In Mexico and Costa Rica, commuter services based on the respective capitals remain.

Back in Canada, during the 2010's, a Conservative government provided VIA with enough funding to improve stations, rebuild rolling stock and reduce trip times, mainly in the Ontario-Québec Corridor – much of it under the guise of post-global meltdown "stimulus". Accessibility was finally improved in some of the British-made Renaissance cars, also in several rebuilt PARK cars used on the *Canadian* as part of a deluxe, rebranded "Prestige" class. However, the same government went on a post-stimulus austerity kick, forcing VIA to reduce frequency, including on its signature national trains, the *Canadian* and *Ocean* – this after various governments had provided steady operating funding for close to two decades. The subsequent Liberal government approved the upgrading of more transcontinental equipment (in some cases, to further improve accessibility), committed funding for the replacement of Ontario-Québec Corridor trains, and provided money to study a dedicated passenger route between Toronto, Ottawa, Montréal and Québec City. Thankfully, it ignored a recommendation from a National Transportation Act Review panel that subsidies to the *Canadian* be totally eliminated. In the U.S., Amtrak continues to live a precarious existence, with no idea of future funding as it struggles to deal with current problems, let alone move ahead – although there was a modest renewal of the fleet and new "high-speed" train sets were ordered for the Northeast Corridor. Both Amtrak and VIA continue to recover from the disastrous effect of Covid-19 on their patronage.

NO MATTER WHERE IT'S GOING: CONCLUDING REMARKS

A major disappointment is that neither VIA, nor Amtrak, have been able to cover at least true operating costs, even on high-volume corridor routes. Yes, you could argue that no mode of transport truly meets its infrastructure costs, and that none should be expected to – if we are to have an efficient, sustainable transportation system. But the case for passenger rail would be greatly strengthened if it could cover at least its legitimate operating expenses. Other challenges remain: • aging passenger equipment, despite significant efforts at renewal; • lack of coordination among transportation decision-makers; • freight congestion on major lines; • politicization of public entities charged with operating passenger trains; and • lack of adequate incentives to encourage track-owning railways to work hand-in-hand in improving passenger service. ***But let's think of what could be:*** • businesspersons and the general public travelling on efficient, high-speed trains over dedicated routes between cities where it makes sense (avoiding cramped airports and dangerous highways); • citizens and visitors alike enjoying scenic journeys across North America (especially the camaraderie and relaxation that only passenger trains can provide); • commuters moving between home and work on expanded, coordinated systems featuring trains as their spine; • hunters, trappers and tourists continuing to make use of essential remote trains; and • kids and adults alike enjoying vintage steam trains (and associated museums) across the country, perhaps even the occasional main-line excursion. Most crucially, all of this happening within a comprehensive transportation plan designed to tackle climate change and help preserve the natural environment to the greatest extent possible. This is where the biggest challenge lies, namely public (and therefore political) disinterest in this automobile age. Trains, in any form, are a non-factor in most people's lives. Turning around this mindset and lifestyle will be essential if passenger rail's full potential is ever to be realized within North America.

PLEASE CHECK THEM OUT!

The main volumes of this project, from the **1950's** right into the **2020's**, provide lots of detail on the evolution of this fascinating form of transportation in Canada, and to a much lesser extent, the U.S., Mexico and Costa Rica. They can be viewed and downloaded, at no charge, from www.my-train-travels.org.

TABLES



R-50: Amtrak No. 60 *Monréaler* arriving at CN's Montréal Central Station from Washington DC, behind two E8A's in Penn Central colours (1973/05/17) [PETER DAWES].

TABLE 1
Trips in Sleeping & Business Cars

*[Roomette or Duplex Roomette unless otherwise indicated;
cars shown in Italics assumed rather than recorded]*

<i>date</i>	<i>s. provider</i>	<i>train</i>	<i>from-to</i>	<i>car</i>
1969:				
16/08	CN	Maple Leaf-Cavalier	Kitchener-Montréal	<i>Green Brook</i>
09/09	CN	Capital	Ottawa-Toronto	<i>Manitou</i>
28/09	CN	Capital	Toronto-Ottawa	<i>Manitou</i>
15/12	CN	Capital	Ottawa-Toronto	<i>Sisiboo Falls</i>
1970:				
30/01	CP	Canadian	Calgary-Vancouver	<i>Elgin Manor</i>
14/02	CN	Super Continental	Vancouver-Saskatoon	<i>Riverfield</i>
16/02	CN	Super Continental	Saskatoon-Winnipeg	<i>Eastview</i>
22/02	CN	No. 91	Winnipeg-The Pas	<i>Elk Island [Lower Berth]</i>
25/02	CP	Canadian	Winnipeg-Ottawa	<i>Château Lévis</i>
1972:				
03/12	CN	Capital	Ottawa-Toronto	<i>Manitou</i>
1973:				
17/05	AM	Washingtonian	Montréal-Philadelphia	No. 2697
20/05	AM	Montréalér	New York-Montréal	Everglades
22/07	AM	Coast Starlight	Oakland-Seattle	Blue Grove
22/07	CN	Super Continental	Vancouver-Winnipeg	Ethelbert
1974:				
28/02	CN	Capital	Ottawa-Toronto	Windigo

NO MATTER WHERE IT'S GOING: REPRISE – SLEEPING & BUSINESS CAR TRIPS

<i>date</i>	<i>s.provider</i>	<i>train</i>	<i>from-to</i>	<i>car</i>
11/05	CP	Canadian	Ottawa-Regina	Wolfe Manor
14/05	CP	Canadian	Regina-Vancouver	Christie Manor
23/05	AM	San Francisco Zephyr	Oakland-Denver	Pacific Beauty [a]
28/05	AM	Southwest Limited	Albuquerque-Chicago	Indian Drum
09/10	AM	Montréalér	New York-Montréal	Winter Haven
27/10	CN	Capital	Toronto-Ottawa	Windigo
10/12	AM	Broadway Limited	New York-Chicago	Times Square
<i>a – Bedroom.</i>				
1975:				
22/05	CN	Capital	Ottawa-Toronto	Windigo
23/05	CN	Capital	Toronto-Ottawa	Windigo
11/11	AM	Southwest Limited	Chicago-Los Angeles	Pine Grove
15/11	PSRMA	-	Mexicali-Puerto PeñascoTecate [Section] [a]	
15/11	PSRMA	-	Puerto Peñasco-MexicaliTecate [Section] [a]	
21/11	AM	Sunset Limited	Los Angeles-New Orleans	Pacific Peak
24/11	SOU	Southern Crescent	New Orleans-Washington	Pacific Peak [AM]
05/12	AM	Montréalér	New York-Montréal	Okefenokee
<i>a – Day use.</i>				
1976:				
25/04	CP	Canadian	Ottawa-Thunder Bay	Cameron Manor
28/04	CP	Canadian	Thunder Bay-Ottawa	Aylmer Manor
01/05	CP	Canadian	Ottawa-Winnipeg	Aylmer Manor [a]
06/05	CN	Super Continental	Winnipeg-Ottawa	Enterprise
11/06	CN	Super Continental	Edmonton-Ottawa	Englee
23/06	CN	No. 9	Jasper-Prince George	Greenfield [Day use]
26/06	CN	No. 9	Prince George-Smithers	Greenfield
29/06	CN	No. 9	Smithers-Prince Rupert	Greenwich [Day use] [b]
05/07	CN	No. 10	Prince Rupert-Jasper	Greenfield

NO MATTER WHERE IT'S GOING: REPRISE – SLEEPING & BUSINESS CAR TRIPS

<i>date</i>	<i>s. provider</i>	<i>train</i>	<i>from-to</i>	<i>car</i>
06/07	CN	Super Continental	Jasper-Ottawa	Erickson
17/11	CN/ONR	Northland	Toronto-Cochrane	Ennishore [CN]
18/11	ONR	Northland	Cochrane-North Bay	Onakawana [c]
<i>a – Schreiber-Nipigon spent in cab of FP9A No. 1412; b – Terrace-Prince Rupert spent in cab of F7A No. 9174; c – Business car.</i>				
1977:				
14/05	CP	Atlantic Limited	Montréal-Saint John	Draper Manor
19/05	CN	Super Continental	Halifax-Montréal	Rideau River
23/05	CN	Ocean	Montréal-Truro	Green Bush
02/06	VIA/CP	Atlantic Limited	Saint John-Montréal	Draper Manor
05/06	VIA/CP	Atlantic Limited	Montréal-Fredericton Jct.	Bayfield Manor
11/06	VIA/CN	No. 119-Ocean	New Carlisle-Montréal	Green Cabin
23/07	VIA/CN	Scotian	Montréal-Rimouski	Greenwald
27/07	VIA/CN	Scotian	Rimouski-Montréal	Pine Falls [Day use]
28/07	VIA/CN	No. 175	Québec (Ste-Foy)-Senneterre	Rivière du Loup
24/09	VIA/CN	Scotian-No. 118	Montréal-Gaspé	Green Lane
1978:				
13/07	VIA	No. 170	Chambord-Montréal	Topsail Falls
01/10	VIA/ONR	Northland	Toronto-Cochrane	Margaree River [VIA]
04/10	VIA	No. 174	Amos-La Tuque	Margaree River
06/10	VIA	No. 174-170	La Tuque-Montréal	Margaree River [a]
06/10	VIA	No. 139	Montréal-Ottawa	Margaree River [a]
<i>a – Day use.</i>				
1979:				
19/04	VIA	Super Continental	Ottawa-Edmonton	Elmsdale
04/05	VIA	Canadian	Regina-Winnipeg	Château Iberville
04/05	VIA	Super Continental	Winnipeg-Ottawa	Jarvis Manor
23/06	VIA	Ocean	Montréal-Halifax	Pembina River

NO MATTER WHERE IT'S GOING: REPRISE – SLEEPING & BUSINESS CAR TRIPS

<i>date</i>	<i>s.</i>	<i>provider train</i>	<i>from-to</i>	<i>car</i>
25/11	VIA	Canadian-Super Continental	Ottawa-Saskatoon	Laird Manor
28/11	VIA	Hudson Bay	The Pas-Winnipeg	Ekhart
02/12	VIA	Super Continental	Saskatoon-Winnipeg	Eureka
03/12	VIA	No. 8	Winnipeg-Sioux Lookout	Endeavour
05/12	VIA	No. 8	Sioux Lookout-Hornepayne	North Wind [a]
07/12	VIA	No. 8	Hornepayne-Capreol	North Wind [a]
08/12	VIA	Canadian	Sudbury-Ottawa	North Wind [a] [b]
<i>a – Business car [Bedroom]; b – Day use.</i>				
1980:				
23/04	VIA	Ocean	Montréal-Moncton	Erwood
27/04	VIA	Atlantic	Moncton-Montréal	Green Bank
31/05	VIA	Super Continental-Canadian	Edmonton-Ottawa	Cameron Manor
25/07	VIA	Canadian	Banff-Ottawa	Blair Manor [Bedroom]
06/09	VIA	Canadian	Ottawa-Winnipeg	Château Radisson [a]
12/09	VIA	Atlantic	Moncton-Montréal	Alexandra Falls
31/10	VIA	Ocean	Halifax-Montréal	Green Brook
13/12	VIA	Canadian-Super Continental	Ottawa-White River	Cabot Manor
<i>a – from Sudbury: Eastport.</i>				
1981:				
03/02	VIA	Atlantic	Montréal-Halifax	Green Cabin
12/02	VIA	Canadian	Vancouver-Regina	Elderbank
18/05	VIA	Atlantic	Montréal-Halifax	Greenfield
24/05	VIA	Canadian-Super Continental	Ottawa-Winnipeg	Cabot Manor [a]
26/05	VIA	Hudson Bay	Winnipeg-Churchill	Erinview
20/06	VIA	Canadian	Winnipeg-Ottawa	Château Maisonneuve
17/07	VIA	Canadian	Ottawa-Winnipeg	No. 2 [Bus. car] [GVC]
19/07	VIA	Hudson Bay	Winnipeg-The Pas	No. 2 [Bus. car] [GVC]
21/07	VIA	No. 91	The Pas-Thompson	No. 2 [Bus. car] [b]

NO MATTER WHERE IT'S GOING: REPRISÉ – SLEEPING & BUSINESS CAR TRIPS

<i>date</i>	<i>s.</i>	<i>provider</i>	<i>train</i>	<i>from-to</i>	<i>car</i>
22/07	VIA	Hudson Bay		Thompson-Gillam	No. 2 [Bus. car] [GVC]
24/07	VIA	Hudson Bay		Gillam-Thompson	No. 2 [Bus. car] [GVC]
25/07	VIA	Canadian		Winnipeg-Banff	Butler Manor
26/07	VIA	Canadian		Banff-Portage la Prairie	Elmsdale
31/07	VIA	Canadian		Winnipeg-Ottawa	Tremblant Park [c]
11/08	VIA	Atlantic		Montréal-Halifax	Greenshields
20/11	VIA	Ocean		Halifax-Montréal	Green Point
<i>a – from Sudbury: Emperor; b – GVC [Day use]; c – Drawing Room.</i>					
1982:					
05/01	AM	Montréal		Montréal-Washington	No. 2887
29/03	VIA	Ocean		Montréal-Moncton	Hudson Bay
27/04	VIA	Hudson Bay		Churchill-Winnipeg	Excelsior
07/08	VIA	Ocean		Montréal-Matapédia	Green Court
15/10	VIA	Skeena		Edmonton-Prince Rupert	Englee
17/10	VIA	Skeena		Prince Rupert-Edmonton	Englee
1983:					
16/04	VIA	Canadian		Calgary-Portage la Prairie	Edmundston
17/04	VIA	Hudson Bay		Portage la Prairie-Thompson	Elliston
15/07	VIA	Skeena		Edmonton-Prince George	Enterprise
08/10	VIA	Canadian		Vancouver-Banff	Château Rouville
1985:					
04/02	VIA	Panorama		Edmonton-Saskatoon	No. 32019 [a]
13/04	VIA	Ocean		Montréal-Halifax	Egerton
26/05	VIA	Special (Super Continental)		Edmonton-Vancouver	Elliston
<i>a – Amtrak car on demonstration over VIA [Economy room].</i>					

NO MATTER WHERE IT'S GOING: REPRISE – SLEEPING & BUSINESS CAR TRIPS

<i>date</i>	<i>s.</i>	<i>provider train</i>	<i>from-to</i>	<i>car</i>
1986:				
01/02	VIA	Super Continental	Edmonton-Vancouver	Egerton
1989:				
15/09	VIA	Skeena	Jasper-Prince Rupert	Edenwold [<i>Bedroom</i>]
27/09	VIA	Canadian	Vancouver-Lake Louise	Englee [<i>Bedroom</i>]
2001:				
24/02	VIA	Canadian	Edmonton-Winnipeg	Cabot Manor [<i>Bedroom</i>]
2002:				
08/03	VIA	Enterprise	Montréal-Oshawa	Château Richelieu
11/10	VIA	Enterprise	Montréal-Toronto	No. 7506 [<i>Bedroom</i>]
12/10	VIA	Canadian	Toronto-Edmonton	Osler Manor [<i>Section</i>]
2003:				
08/06	VIA	Enterprise	Montréal-Toronto	No. 7507 [<i>Bedroom</i>]
14/09	APRE	-	Stettler-Big Valley	Tracy [<i>Section</i>] [<i>a</i>]
14/09	APRE	-	Big Valley-Stettler	Tracy [<i>Section</i>] [<i>a</i>]
				<i>a</i> – Day use.
2004:				
29/04	VIA	Enterprise	Montréal-Toronto	No. 7507 [<i>Bedroom</i>]
27/09	VIA	Canadian	Edmonton-Toronto	Bliss Manor [<i>Section</i>]
2005:				
26/09	VIA	Canadian	Edmonton-Toronto	Lorne Manor [<i>Section</i>]
2006:				
26/09	VIA	Canadian	Toronto-Edmonton	Draper Manor

NO MATTER WHERE IT'S GOING: REPRISE – SLEEPING & BUSINESS CAR TRIPS

<i>date</i>	<i>s.</i>	<i>provider train</i>	<i>from-to</i>	<i>car</i>
2007:				
15/04	VIA	Chaleur	Montréal-Gaspé	Château Lasalle
16/04	VIA	Chaleur	Gaspé-Montréal	Château Lasalle
2008:				
01/08	AM	California Zephyr	Chicago-Grand Jct.	No. 32094 [a]
09/08	AM	California Zephyr	Grand Jct.-Emeryville	No. 32056 [a]
<i>a – Economy room.</i>				
2009:				
13/05	VIA	Ocean	Halifax-Montréal	No. 7521 [Bedroom]
19/05	VIA	Canadian	Toronto-Edmonton	Château Dollard [Sec.]
2010:				
16/06	VIA	Canadian	Edmonton-Watrous	Wolfe Manor [Section]
17/06	VIA	Canadian	Watrous-Edmonton	Château Rigaud [Sec.]
19/09	AM	Empire Builder	Seattle-Chicago	No. 32099 [a]
21/09	AM	Lakeshore Limited	Chicago-New York	No. 62015 [a]
<i>a – Economy room.</i>				
2011:				
14/01	AM	Silver Meteor	New York-Fort Lauderdale	No. 62038 [a]
27/09	VIA	Canadian	Toronto-Edmonton	Draper Manor [Section]
<i>a – Economy room.</i>				
2012:				
26/09	VIA	Canadian	Washago-Edmonton	Carleton Manor [Sec.]
2013:				
16/09	VIA	Canadian	Watrous-Edmonton	Abbot Manor [Section]

NO MATTER WHERE IT'S GOING: REPRISE – SLEEPING & BUSINESS CAR TRIPS

date	s.	provider train	from-to	car
24/09	VIA	Canadian	Edmonton-Watrous	Cabot Manor [Section]
2014:				
23/07	VIA	Ocean	Montréal-Moncton	No. 7510 [Bedroom]
30/07	VIA	Ocean	Moncton-Montréal	No. 7510 [Bedroom]
08/09	VIA	Canadian	Watrous-Edmonton	Thompson Mr [U. Berth]
25/09	VIA	Canadian	Edmonton-Watrous	Lorne Manor [L. Berth]
2015:				
27/08	VIA	Canadian	Watrous-Edmonton	Lorne Manor [L. Berth]
09/08	VIA	Canadian	Edmonton-Watrous	Mackenzie Mr [U. Berth]
21/09	AM	Crescent	Washington-New Orleans	No. 62049 [a]
25/09	AM	City of New Orleans	New Orleans-Chicago	No. 32039 [a]
<i>a – Economy room.</i>				
2016:				
18/07	VIA	Canadian	Edmonton-Toronto	Abbott Manor [Section]
08/08	VIA	Canadian	Watrous-Edmonton	Carleton Mr [U. Berth]
14/08	VIA	Canadian	Edmonton-Watrous	Cornwall Mr [U. Berth]
12/09	VIA	Canadian	Watrous-Edmonton	Fraser Manor [U. Berth]
15/09	VIA	Canadian	Edmonton-Watrous	Cabot Manor [U. Berth]
2017:				
06/06	VIA	Canadian	Edmonton-Vancouver	Wolfe Manor [Section]
2018:				
29/04	AM	Coast Starlight	Sacramento-Portland	No. 32072 [a]
<i>a – Economy room.</i>				
04/05	VIA	Canadian	Vancouver-Edmonton	Abbott Manor [Section]
06/08	VIA	Canadian	Watrous-Edmonton	Sherwood Mr [U. Berth]

NO MATTER WHERE IT'S GOING: REPRISE – SLEEPING & BUSINESS CAR TRIPS

<i>date</i>	<i>s.</i>	<i>provider</i>	<i>train</i>	<i>from-to</i>	<i>car</i>
15/08	VIA	Canadian		Edmonton-Watrous	Monck Manor [<i>U. Berth</i>]
2022:					
10/05	VIA	Canadian		Watrous-Edmonton	Hearne Manor [<i>L. Berth</i>]
17/05	VIA	Canadian		Edmonton-Watrous	Douglas Mr [<i>L. Berth</i>]
26/06	VIA	Canadian		Toronto-Edmonton	Fraser Manor [<i>Section</i>]
01/08	VIA	Canadian		Vancouver-Edmonton	Allan Manor [<i>Section</i>]
06/09	VIA	Canadian		Edmonton-Watrous	Amherst Mr [<i>L. Berth</i>]
09/09	VIA	Canadian		Watrous-Edmonton	Jarvis Manor [<i>Section</i>]
2023:					
25/04	VIA	Canadian		Edmonton-Toronto	Hunter Manor [<i>Section</i>]
14/05	VIA	Canadian		Toronto-Edmonton	Sherwood Mr [<i>Section</i>]
25/07	VIA	Canadian		Edmonton-Watrous	Thompson Mr [<i>L. Berth</i>]
26/08	VIA	Canadian		Edmonton-Watrous	Butler Manor [<i>Section</i>]

TABLE 2
Trips in Club & Dayniter Class

[Club unless indicated Dayniter]

<i>date</i>	<i>s. provider</i>	<i>train</i>	<i>from-to</i>	<i>car</i>
1976:				
20/06	CN	Super Continental	Ottawa-Jasper	No. 5713 <i>[Dayniter]</i>
1977:				
26/05	CN	No. 18	Truro-Sydney	No. 5717 <i>[Dayniter]</i>
29/05	CN	No. 19-Scotian	Sydney-Moncton	No. 5725 <i>[Dayniter]</i>
14/06	VIA/CN	No. 25	Québec (Ste-Foy)-Montréal	Club St. Denis
07/10	VIA/CN	No. 25	Québec (Ste-Foy)-Montréal	Boulevard Club
1979:				
28/04	VIA	Canadian	Calgary-Regina	No. 5743 <i>[Dayniter]</i>
1980:				
21/07	VIA	Canadian	Vancouver-Banff	No. 5750 <i>[Dayniter]</i>
1981:				
16/04	VIA	No. 37	Montréal-Ottawa	Mount Royal Club
1983:				
16/07	BCR	Cariboo Dayliner	Prince George-North Vancouver	RDC No. 33
1984:				
05/10	BCR	Cariboo Dayliner	Sunset Beach-Prince George	RDC No. 30

NO MATTER WHERE IT'S GOING: REPRISE – CLUB & DAYNITER CLASS TRIPS

<i>date</i>	<i>s. provider</i>	<i>train</i>	<i>from-to</i>	<i>car</i>
1985:				
11/03	VIA	Laurier	Ottawa-Montréal	St. James's Club
1986:				
14/05	VIA	Simcoe	Toronto-Montréal	No. 3462
15/05	VIA	Laurier	Montréal-Ottawa	No. 3456
1988:				
22/11	VIA	Bonaventure	Toronto-Montréal	No. 3463
1994:				
17/05	VIA	Metropolis	Montréal-Toronto	No. 3475
2005:				
29/09	VIA	La Salle [56]	Toronto-Montréal	No. 3466
2017:				
09/07	VIA	No. 648	Toronto-Ottawa	No. 3464
2018:				
20/07	VIA	Lakeshore [51]	Montréal-Toronto	No. 3467
2022:				
25/06	VIA	No. 59	Ottawa-Toronto	No. 4000
2023:				
14/05	VIA	No. 59	Ottawa-Toronto	No. 4009

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TABLE 3
Trips on Turbo, Metroliner & Other Fast Trains

[Minimum average speed for "Other Fast Trains": 128 km/h (79 mph)]

<i>date</i>	<i>s. provider</i>	<i>train</i>	<i>from-to</i>	<i>km/h</i>	<i>mph</i>	<i>stops</i>	<i>notes</i>
1974:							
03/03	CN	No. 66	Toronto-Montréal	128	79	2	Turbo
20/08	CN	No. 31	Dorval-Ottawa	104	65	0	Turbo
07/10	AM	No. 129	New York-Washington	121	75	5	Metroliner
09/10	AM	No. 132	Washington-New York	120	75	5	Metroliner
1975:							
11/11	AM	No. 353	Detroit-Chicago	81	50	5	Turboliner
01/12	AM	Flying Yankee	Boston-New York	89	55	4	Turbo [a]
<i>a – Back Bay Station.</i>							
1982:							
07/08	VIA	Meridian	Kingston-Montréal	118	73	2	Turbo
1994:							
17/05	VIA	Metropolis	Montréal-Toronto	135	84	2	[a]
<i>a – scheduled timing meets criterion, but trip took longer due to locomotive breakdown.</i>							
1995:							
30/11	VIA	Meridian	Montréal-Kingston	128	79	1	-
1997:							
18/05	VIA	La Salle	Toronto-Kingston	130	81	1	-

NO MATTER WHERE IT'S GOING: REPRISE – TURBO, METROLINER & OTHER FAST TRAINS

<i>date</i>	<i>s. provider</i>	<i>train</i>	<i>from-to</i>	<i>km/h</i>	<i>mph</i>	<i>stops</i>	<i>notes</i>
2000:							
09/09	VIA	Rideau	Toronto-Kingston	130	81	0	No. 44
2006:							
20/09	VIA	Renaissance	Belleville-Kingston	131	81	0	No. 64
2015:							
21/09	AM	Acela Express	New York-Washington	131	81	5	No. 2155
2016:							
23/07	VIA	No. 669	Cornwall-Kingston	128	79	0	-

TABLE 4
Trips on Steam Hauled Trains

[Locomotives in Italics assumed rather than recorded]

<i>date</i>	<i>s. provider</i>	<i>train</i>	<i>from-to</i>	<i>locomotive</i>
1953:				
21/03	CP	No. 545	Aylmer-Eardley	<i>No. 425</i>
19/10	CN	No. 47	Alexandria-Ottawa	<i>No. 6060</i>
19/10	CN	No. 50	Ottawa-Alexandria	<i>No. 6060</i>
1954:				
21/04	CN	No. 47	Alexandria-Ottawa	<i>No. 6218</i>
21/04	CN	No. 50	Ottawa-Alexandria	<i>No. 6218</i>
18/05	CN	No. 48	Alexandria-Coteau	<i>No. 6015</i>
18/05	CN	No. 624	Coteau-Valleyfield	<i>No. 2601</i>
20/05	CN	No. 625	Valleyfield-Coteau	<i>No. 2601</i>
20/05	CN	No. 51	Coteau-Alexandria	<i>No. 6027</i>
11/10	CN	No. 47	Alexandria-Ottawa	<i>No. 6213</i>
11/10	CN	No. 50	Ottawa-Alexandria	<i>No. 6213</i>
1955:				
18/10	CN	No. 47	Alexandria-Ottawa	<i>No. 6071</i>
18/10	CN	No. 50	Ottawa-Alexandria	<i>No. 6062</i>
1956:				
17/04	CN	No. 47	Alexandria-Ottawa	<i>No. 6063</i>
17/04	CN	No. 50	Ottawa-Alexandria	<i>No. 6063</i>
03/10	CN	No. 47	Alexandria-Ottawa	<i>No. 6201</i>
03/10	CN	No. 50	Ottawa-Alexandria	<i>No. 6201</i>

NO MATTER WHERE ITS GOING: REPRISE – STEAM HAULED TRAINS

<i>date</i>	<i>s. provider</i>	<i>train</i>	<i>from-to</i>	<i>locomotive</i>
1957:				
06/08	CN	No. 48	Alexandria-Montréal	<i>No. 6201</i>
28/08	CN	No. 51	Montréal-Alexandria	<i>No. 6218</i>
07/10	CN	No. 47	Alexandria-Ottawa	<i>No. 6210</i>
07/10	CN	No. 50	Ottawa-Alexandria	<i>No. 6210</i>
1973:				
18/07	C&T	-	Chama-Antonito	<i>No. 483 [Narrow gauge]</i>
1974:				
27/05	D&S	Silverton	Durango-Silverton	<i>No. 473 [Narrow gauge]</i>
27/05	D&S	Silverton	Silverton-Durango	<i>No. 473 [Narrow gauge]</i>
06/07	NCC	-	Ottawa-Wakefield	<i>No. 1057</i>
06/07	NCC	-	Wakefield-Ottawa	<i>No. 1057</i>
1983:				
17/07	BCR	Royal Hudson	North Vancouver-Squamish	<i>No. 2860</i>
17/07	BCR	Royal Hudson	Squamish-North Vancouver	<i>No. 2860</i>
2001:				
02/09	APRE	-	Stettler-Big Valley	<i>No. 41</i>
02/09	APRE	-	Big Valley-Stettler	<i>No. 41</i>
2003:				
14/09	APRE	-	Stettler-Big Valley	<i>No. 6060</i>
14/09	APRE	-	Big Valley-Stettler	<i>No. 6060</i>
2008:				
04/08	D&S	Silverton [461]	Durango-Silverton	<i>No. 481 [Narrow gauge]</i>
04/08	D&S	Silverton [462]	Silverton-Durango	<i>No. 481 [Narrow gauge]</i>

NO MATTER WHERE ITS GOING: REPRISE – STEAM HAULED TRAINS

<i>date</i>	<i>s. provider</i>	<i>train</i>	<i>from-to</i>	<i>locomotive</i>
07/08	D&S	Silverton [466]	Silverton-Durango	No. 486 <i>[Narrow gauge]</i>
08/08	D&S	Silverton [465]	Durango-Silverton	No. 473 <i>[Narrow gauge]</i>
08/08	D&S	Silverton [466]	Silverton-Durango	No. 473 <i>[Narrow gauge]</i>
2009:				
30/08	APRE	-	Stettler-Big Valley	No. 6060
30/08	APRE	-	Big Valley-Stettler	No. 6060
2013:				
28/09	APRE	-	Stettler-Big Valley	No. 41
28/09	APRE	-	Big Valley-Stettler	No. 41
2017:				
15/06	WP&Y	-	Skagway-Fraser Meadows	No. 73 <i>[Narrow gauge]</i>
15/06	WP&Y	-	Fraser Meadows-Skagway	No. 73 <i>[Narrow gauge]</i>
2023:				
07/07	APRE	-	Stettler-Big Valley	No. 41
07/07	APRE	-	Big Valley-Stettler	No. 41

TABLE 5
Trips on Some Other Trains of Interest

[Note: These trains are in addition to those included in Tables 1 through 4 above]

<i>date</i>	<i>s. provider</i>	<i>train</i>	<i>from-to</i>	<i>notes</i>
1956:				
15/08	CP	No. 35	Green Valley-Chesterville	Montréal-Toronto local
1959:				
12/10	CN	Continental	Montréal-Alexandria	to Vancouver
1960:				
09/07	CN	International Limited	Toronto-Brantford	to Chicago
1961:				
02/08	CN	Super Continental	Ottawa-Alexandria	Vancouver-Montréal
1963:				
12/10	CP	Dominion	Ottawa-Montréal	from Vancouver
1964:				
25/10	CN	Panorama	Montréal-Ottawa	to Vancouver
1965:				
24/09	CP/CN	No. 33	Ottawa-Toronto	Pool
26/09	CN/CP	Inter-City Limited	Toronto-Ottawa	Pool
1967:				
29/11	PRR	Colonial	Wilmington-New York	Washington-Boston

NO MATTER WHERE IT'S GOING: REPRISE – OTHER TRAINS OF INTEREST

<i>date</i>	<i>s. provider</i>	<i>train</i>	<i>from-to</i>	<i>notes</i>
29/11	PRR	Afternoon Congressional	New York-Philadelphia	to Washington
29/11	PRR	Gulf Coast Special	Philadelphia-Wilmington	New York-Wash'n [a]
<i>a – through cars to Jacksonville and other points south.</i>				
1969:				
23/07	CP	No. 133	Montréal-Ottawa	via Montebello
08/08	CN	Cavalier	Montréal-Toronto	-
1970:				
10/01	CN	Super Continental	Edmonton-Jasper	Montréal-Vancouver
16/01	CN	No. 694	Edmonton-Calgary	via Camrose
24/01	CP	Canadian	Calgary-Banff	Montréal-Vancouver
26/03	WP&Y	No. 1	Skagway-Whitehorse	Narrow gauge
1971:				
20/01	CN	Bonaventure	Ottawa-Toronto	-
1972:				
06/12	GO	-	Toronto-Oakville	from Pickering
27/12	CP	No. 156	Montréal-Québec	-
28/12	CN	Rapido	Québec (Ste-Foy)-Montréal	-
1973:				
18/05	SEPTA	-	Philadelphia-Norristown	-
19/05	NJT	-	Hoboken-Gladstone	-
23/07	AM	Pacific International	Seattle-Vancouver	-
30/11	CN	Exec	Ottawa-Toronto	-
1974:				
19/05	AM	Coast Starlight	Seattle-Oakland	to Los Angeles

NO MATTER WHERE IT'S GOING: REPRISE – OTHER TRAINS OF INTEREST

<i>date</i>	<i>s. provider</i>	<i>train</i>	<i>from-to</i>	<i>notes</i>
25/05	D&RGW	Rio Grande Zephyr	Denver-Grand Jct.	to Salt Lake City
02/08	CP	Canadian	Ottawa-Franz Jct.	Montréal-Vancouver
03/08	ACR	No. 2	Franz Jct.-Sault Ste. Marie	from Hearst
04/08	CP	No. 428	Sault Ste. Marie-Sudbury	-
07/10	AM	Adirondack	Montréal-Albany	to New York
07/10	AM	DeWitt Clinton	Albany-New York	-
11/12	CSS&SB	-	Chicago-Michigan City	to South Bend
13/12	AM	Empire State Express	Detroit-Buffalo	to New York
1975:				
10/11	CN	Tempo	London-Windsor	from Toronto
13/11	AM	San Diegan	Los Angeles-San Diego	-
17/11	AM	Coast Starlight	Los Angeles-San Jose	to Seattle
21/11	AM	San Joaquin	Oakland-Bakersfield	-
27/11	AM	Minute Man	Washington-Boston	-
01/12	AM	National Limited	New York-Pittsburgh	to Kansas City
1976:				
22/04	CP	Canadian	Sudbury-Toronto	-
03/07	WP&Y	No. 1	Skagway-Lake Bennett	Narrow gauge
1977:				
15/05	DAR	No. 6	Digby-Halifax	from Yarmouth
30/07	ONR	Polar Bear Express	Cochrane-Moosonee	-
06/10	VIA/CN	No. 617	Edmundston-Québec (Ste-Foy)	-
1978:				
08/07	VIA	No. 199	Québec (Ste-Foy)-Chicoutimi	-

NO MATTER WHERE IT'S GOING: REPRISE – OTHER TRAINS OF INTEREST

<i>date</i>	<i>s. provider</i>	<i>train</i>	<i>from-to</i>	<i>notes</i>
1979:				
27/11	VIA	No. 688	Saskatoon-The Pas	-
1980:				
17/07	AM	Pacific International	Vancouver-Seattle	-
19/07	AM	Coast Starlight	Seattle-Portland	to Los Angeles
29/08	VIA	Campers Special	Winnipeg-Malachi	to Farlane
16/12	VIA	Canadian/S. Continental	White River-Chapleau	[a]
18/12	VIA	Canadian/S. Continental	Chapleau-Sudbury	[a]
<i>a – Vancouver-Montréal/Toronto.</i>				
1982:				
03/04	TT	No. M232	Carbonear-St. John's	Mixed (<i>Narrow gauge</i>)
27/04	CN	No. M295	Gillam-Churchill	Mixed
1983:				
08/03	VIA	No. 194	Edmonton-Calgary	-
11/06	VIA	Canadian	Calgary-Banff	Toronto-Vancouver
08/07	CN	Muskeg Mixed	Waterways-Edmonton	Mixed
1984:				
06/04	VIA	Skeena	Edmonton-Jasper	to Prince Rupert
06/10	VIA	Panorama	Prince George-Edmonton	Prince Rupert-Winnipeg
1985:				
18/04	VIA	No. 615	Saint John-Fredericton	from Halifax
1987:				
27/04	BART	-	Concord-San Francisco	-
28/04	CALT	No. 54	San Francisco-San Jose	-

NO MATTER WHERE IT'S GOING: REPRISÉ – OTHER TRAINS OF INTEREST

<i>date</i>	<i>s. provider</i>	<i>train</i>	<i>from-to</i>	<i>notes</i>
29/04	AM	Coast Starlight	Oakland-Los Angeles	from Seattle
1989:				
15/09	VIA	Super Continental	Edmonton-Jasper	Winnipeg-Vancouver
23/09	VIA	Malahat	Nanaimo-Victoria	from Courtenay
1993:				
04/06	GCRT	Rocky Mountaineer	Kamloops-Vancouver	from Calgary
1994:				
09/06	VIA	Huron	London-Toronto	from Sarnia
1996:				
15/05	VIA	Canadian	Edson-Edmonton	Vancouver-Toronto
1999:				
20/07	ONR	Northlander	Toronto-Gravenhurst	to Cochrane
23/07	VIA	International	Toronto-Guelph	to Chicago
2000:				
28/12	GO	No. 845	Toronto-Georgetown	-
2001:				
17/10	VIA	Enterprise	Montréal-Kingston	to Toronto
2004:				
29/04	AMT	No. 13	Montréal-Pincourt	to Dorion
2005:				
07/10	VIA	Champlain [20]	Montréal-Québec	-

NO MATTER WHERE IT'S GOING: REPRISE – OTHER TRAINS OF INTEREST

<i>date</i>	<i>s. provider</i>	<i>train</i>	<i>from-to</i>	<i>notes</i>
2006:				
01/06	VIA	Metropolis [66]	Toronto-Montréal	-
05/06	VIA	Ocean	Montréal-Charny	to Halifax
06/06	VIA	Frontenac [27]	Québec-Montréal	-
25/09	VIA	Maple Leaf	Toronto-Niagara Falls ON	to New York
2007:				
13/04	VIA	Metropolis [66]	Toronto-Montréal	-
04/07	AM	Adirondack	Montréal-Plattsburgh	to New York
05/07	AMT	No. 931	Montréal-Deux Montagnes	-
2008:				
25/01	VIA	Snow Train Express	Edmonton-Jasper	-
26/01	VIA	Canadian	Jasper-Edmonton	Vancouver-Toronto
06/06	VIA	No. 634	Alexandria-Montréal	from Ottawa
2010:				
19/09	AM	Cascades [513]	Vancouver-Seattle	to Portland
23/09	AM	Adirondack	New York-Montréal	-
01/10	VIA	Huron [84]	Sarnia-London	to Toronto
2011:				
13/01	VIA-AM	Maple Leaf	Toronto-New York	-
23/01	STCR	-	Mata de Limón-Cambalache	-
15/09	VIA	Erie [75]	Toronto-Windsor	-
18/09	AMT	Express du musée	Montréal-Exporail	-
20/09	VIA	No. 55	Montréal-Ottawa	to Toronto
2012:				
12/09	VIA	Metropolis [66]	Toronto-Montréal	-

NO MATTER WHERE IT'S GOING: REPRISÉ – OTHER TRAINS OF INTEREST

<i>date</i>	<i>s. provider</i>	<i>train</i>	<i>from-to</i>	<i>notes</i>
20/09	VIA	Ocean	Montréal-Charny	to Halifax
21/09	LMC	Le Train du Massif ...	Québec-La Malbaie	... de Charlevoix
22/09	VIA	Frontenac [27]	Québec-Montréal	-
25/09	VIA	Renaissance [65]	Montréal-Kingston	to Toronto
2013:				
26/05	SPRY	-	Ogema-Horizon	Diesel tourist train
2015:				
16/09	AM	Adirondack	Montréal-Beacon	to New York [a]
16/09	AM	Maple Leaf	Beacon-New York	from Toronto [b]
<i>a – Locomotive breakdown; b – rescue train.</i>				
2016:				
26/07	VIA	Lakeshore [43]	Ottawa-Toronto	-
2017:				
18/06	ARR	-	Seward-Anchorage	for Holland-America
19/06	HAL	McKinley Explorer	Anchorage-Denali	hailed by ARR
21/06	ARR	Denali Star	Denali-Fairbanks	from Anchorage
2018:				
27/04	AM	California Zephyr	Emeryville-Sacramento	to Chicago
28/04	WRM	-	Rio Vista Jct.-Molena	-
01/05	AM	Cascades [518]	Portland-Vancouver	-
15/07	SSR	-	Tottenham-Beeton	-
2019:				
20/07	M-N	No. 9615	New York-Katonah	to Southeast NY
23/07	AM	Adirondack	New York-Montréal	[a]

NO MATTER WHERE IT'S GOING: REPRISE – OTHER TRAINS OF INTEREST

<i>date</i>	<i>s. provider</i>	<i>train</i>	<i>from-to</i>	<i>notes</i>
<i>a – combined with Toronto-bound Maple Leaf as far as Albany.</i>				
2022:				
16/06	VIA	Rideau [46]	Toronto-Kingston	to Ottawa
21/06	VIA	Meridian [60]	Kingston-Cornwall	Toronto-Montréal
2023:				
09/05	VIA	Chaudière (24)	Montréal-Québec	from Ottawa [a]
12/05	VIA	Laurier [37]	Québec-Ottawa	[a]
17/05	WR	Wheatland Express	Wakaw-Cudworth	Diesel tourist train
<i>a – first trips on new Charger/Venture sets.</i>				

TABLE 6
Fastest Average Speed in Each Year

["stops": refers to major stops (most conditional stops excluded)]

<i>year</i>	<i>date</i>	<i>train</i>	<i>from-to</i>	<i>km/h</i>	<i>mph</i>	<i>stops</i>	<i>notes</i>
CANADIAN SERVICE PROVIDERS							
1950's:							
53	19/10	CN No. 47	Alexandria-Ottawa	65	40	6	Steam [a]
54	21/04	CN No. 47	Alexandria-Ottawa	65	40	6	Steam
55	18/10	CN No. 47	Alexandria-Ottawa	65	40	6	Steam
56	17/04	CN No. 47	Alexandria-Ottawa	65	40	6	Steam [b]
57	07/10	CN No. 47	Alexandria-Ottawa	65	40	6	Steam
58	15/04	CN No. 50	Ottawa-Alexandria	92	57	2	-
59	21/10	CN No. 50	Ottawa-Alexandria	92	57	2	-

a – also 01/10; b – also 03/10.

1960's:							
60	15/04	CN No. 47	Alexandria-Ottawa	84	52	2	also 10/10 [a]
61	24/10	CN No. 50	Ottawa-Alexandria	106	66	0	-
62	01/03	CN No. 50	Ottawa-Alexandria	106	66	0	also 09/03
63	13/07	CN No. 48	Ottawa-Montréal	88	55	2	-
64	09/04	CN No. 49	Montréal-Ottawa	92	57	1	-
65	20/03	CN Super Continental	Ottawa-Montréal	88	55	1	-
66	06/08	CN Panorama	Montréal-Ottawa	87	54	1	also 26/11
67	19/06	CN Gatineau	Ottawa-Montréal	87	54	2	[b]
68	24/08	CN Panorama	Montréal-Ottawa	90	56	1	-
69	09/07	CN No. 36	Ottawa-Montréal	95	59	1	[c]

a –and CN No. 82, 09/07, Brantford-Toronto, 1 stop; b – also CN Panorama, 21/06, Montréal-Ottawa, 1 stop; c – also CN No. 30, 14/07.

NO MATTER WHERE IT'S GOING: REPRISE – FASTEST AVERAGE SPEEDS

<i>year</i>	<i>date</i>	<i>train</i>	<i>from-to</i>	<i>km/h</i>	<i>mph</i>	<i>stops</i>	<i>notes</i>
1970's:							
70	14/07	CN No. 30	Ottawa-Montréal	95	59	1	-
71	07/08	CN No. 30	Ottawa-Montréal	95	59	2	-
72	27/12	CN No. 34	Ottawa-Montréal	91	57	2	-
73	17/05	CN No. 30	Ottawa-Montréal	87	54	2	-
74	03/03	CN Rapido	Toronto-Montréal	128	79	2	Turbo
75	10/11	CN Tempo	London-Windsor	95	59	2	[a]
76	22/04	CN Bonaventure	Toronto-Brockville	101	63	7	-
77	24/01	CN No. 655	Kingston-Toronto	97	60	5	RDC
78	13/07	VIA No. 35	Montréal-Ottawa	90	56	1	-
79	25/04	VIA No. 304	Edmonton-Red Deer	98	61	1	RDC
<i>a – also CN No. 36, 02/01, Ottawa-Montréal, 1 stop.</i>							
1980's:							
80	01/11	VIA Rideau	Montréal-Ottawa	90	56	1	-
81	21/05	VIA No. 37	Dorval-Ottawa	91	57	2	-
82	07/08	VIA Meridian	Kingston-Montréal	118	73	2	Turbo
83	13/05	VIA Rideau	Montréal-Ottawa	97	60	1	-
84	16/12	VIA Exec	Kingston-Ottawa	102	64	2	-
85	29/05	VIA Exec	Ottawa-Kingston	107	66	2	-
86	13/05	VIA Exec	Kingston-Toronto	120	75	1	-
87	30/11	VIA Renaissance	Toronto-Kingston	124	77	1	-
88	28/05	VIA Renaissance	Toronto-Kingston	125	78	1	-
89	08/06	VIA Rideau	Guildwood-Kingston	125	78	1	-
1990's:							
90	13/08	VIA York	Kingston-Toronto	109	68	1	-
91	28/02	VIA Renaissance	Montréal-Kingston	123	76	1	-
92	09/04	VIA Rideau	Toronto-Kingston	125	78	1	-
93	22/12	VIA Rideau	Toronto-Kingston	125	78	2	-

NO MATTER WHERE IT'S GOING: REPRISE – FASTEST AVERAGE SPEEDS

<i>year</i>	<i>date</i>	<i>train</i>	<i>from-to</i>	<i>km/h</i>	<i>mph</i>	<i>stops</i>	<i>notes</i>
94	17/05	VIA Metropolis	Montréal-Toronto	135	84	2	[a]
95	30/11	VIA Meridian	Montréal-Kingston	128	79	1	-
96	03/05	VIA Canadian	Edson-Edmonton	73	45	1	-
97	18/05	VIA La Salle	Toronto-Kingston	130	81	1	-
98	14/11	VIA Renaissance [64]	Toronto-Kingston	127	79	1	-
99	09/04	VIA Renaissance [64]	Toronto-Kingston	127	79	1	-
<i>a – scheduled timing (actually longer due to locomotive breakdown).</i>							
2000's:							
00	09/09	VIA Rideau [44]	Toronto-Kingston	130	81	0	-
01	23/10	VIA Capital [41]	Kingston-Toronto	117	73	3	-
02	09/03	VIA Renaissance [65]	Kingston-Toronto	125	78	1	also 06/04 [a]
03	08/06	VIA La Salle [56]	Kingston-Montréal	113	70	3	[b]
04	10/10	VIA Lakeshore [43]	Kingston-Toronto	115	71	4	-
05	05/06	VIA Lakeshore [43]	Kingston-Toronto	114	71	4	[c]
06	20/09	VIA La Salle [57]	Belleville-Kingston	131	81	0	-
07	13/04	VIA Metropolis [66]	Toronto-Montréal	127	79	1	-
08	10/06	VIA Lakeshore [43]	Fallowfield-Toronto	103	64	7	-
09	18/05	VIA Rideau [45]	Ottawa-Toronto	93	58	7	-
<i>a – and 06/05; b – also VIA Bonaventure [68], 29/05, Toronto-Kingston, 2 stops; c – also VIA Renaissance [65], 09/10, Kingston-Toronto, 1 stop.</i>							
2010's:							
10	30/09	VIA York [53]	Montréal-Kingston	107	67	2	-
11	27/09	VIA Renaissance [65]	Kingston-Toronto	114	71	1	-
12	12/09	VIA Metropolis [66]	Toronto-Montréal	119	74	2	-
13	24/09	VIA Canadian	Edmonton-Watrous	62	39	2	-
14	16/07	VIA Metropolis [68]	Toronto-Montréal	122	76	2	-
15	10/09	VIA No. 668	Toronto-Kingston	117	73	2	-
16	23/07	VIA No. 669	Cornwall-Kingston	128	79	0	-
17	16/07	VIA No. 669	Cornwall-Kingston	120	75	0	-

NO MATTER WHERE IT'S GOING: REPRISE – FASTEST AVERAGE SPEEDS

year	date	train	from-to	km/h	mph	stops	notes
18	18/07	VIA Meridian [60]	Kingston-Cornwall	107	66	1	-
19	28/07	VIA No. 643	Kingston-Toronto	88	55	7	-
2020's:							
22	21/06	VIA Meridian [60]	Kingston-Cornwall	95	59	1	-
23	30/04	VIA Capital [40]	Toronto-Kingston	114	71	2	-
AMERICAN SERVICE PROVIDERS							
[Transit-like service providers excluded (e.g., BART)]							
1960's:							
67	16/11	PRR Aft. Congressional	New York-Philadelphia	100	62	2	Electric
1970's							
70	26/03	WP&Y No. 1	Skagway-Whitehorse	27	17	4	Narrow gauge
73	19/05	AM No. 204	Princeton Jct.-Newark	88	55	1	Electric
74	07/10	AM Metroliner	New York-Washington	121	75	5	Electric
75	11/11	AM Southwest Limited	Chicago-Los Angeles	89	55	23	[a]
76	03/07	WP&Y No. 2	Lake Bennett-Skagway	27	17	1	Narrow gauge
<i>a – also AM Flying Yankee, 01/12, Boston (Back Bay)-New York, 4 stops (Turbo).</i>							
1980's:							
80	19/07	AM Coast Starlight	Seattle-Portland	75	47	4	-
82	05/01	AM Monréaler	Montréal-Washington	67	42	21	Electric (part)
87	29/04	AM Coast Starlight	Oakland-Los Angeles	69	43	6	-
1990's:							
94	30/04	CALT No. 144	San Francisco-Palo Alto	59	37	5	[a]
<i>a – timings and number of stops estimated.</i>							

NO MATTER WHERE IT'S GOING: REPRISE – FASTEST AVERAGE SPEEDS

<i>year</i>	<i>date</i>	<i>train</i>	<i>from-to</i>	<i>km/h</i>	<i>mph</i>	<i>stops</i>	<i>notes</i>
2000's:							
07	13/04	AM Adirondack	Plattsburgh-Montréal	33	21	2	-
08	01/08	AM California Zephyr	Chicago-Grand Jct.	79	49	18	-
2010's:							
10	19/09	AM Empire Builder	Seattle-Chicago	84	52	38	-
11	14/01	AM Silver Meteor	New York-Ft. Lauderdale	86	54	28	-
15	21/09	AM Acela Express	New York-Washington	131	81	5	-
17	19/06	HAL McKinley Explorer	Anchorage-Denali	49	31	1	-
18	25/04	CALT No. 360	San Francisco-Mtn. View	81	50	3	-
19:	20/07	M-N No. 9666	Katonah-New York	56	35	10	-
MEXICAN & COSTA RICAN SERVICE PROVIDERS							
1970's:							
75	15/11	PSRMA	Mexicali-Puerto Peñasco	64	40	1	-
2010's:							
11	23/01	STCR	Mata de Limón-Camb'e	24	15	0	Cambalache [a]
		a – <i>Narrow gauge</i>					

TABLE 7
Slowest Average Speed in Each Year

["stops": refers to major stops (most conditional stops excluded)]

<i>year</i>	<i>date</i>	<i>train</i>	<i>from-to</i>	<i>km/h</i>	<i>mph</i>	<i>stops</i>	<i>notes</i>
CANADIAN SERVICE PROVIDERS							
1950's:							
53	19/10	CN No. 50	Ottawa-Alexandria	64	40	6	Steam
54	18/05	CN No. 624	Coteau-Valleyfield	36	22	1	Steam [a]
55	18/10	CN No. 50	Ottawa-Alexandria	62	39	6	Steam
56	15/08	CP No. 35	Green Valley-Chesterville	56	35	4	-
57	08/08	CN No. 51	Montréal-Alexandria	52	32	7	Steam
58	14/08	CN No. 51	Montréal-Alexandria	52	32	7	-
59	10/08	CN No. 48	Alexandria-Montréal	54	34	8	-
<i>a – also CN No. 625, 20/05, Valleyfield-Coteau, 1 stop.</i>							
1960's:							
60	12/05	CN No. 48	Alexandria-Montréal	50	31	7	-
61	13/07	CN Continental	Alexandria-Montréal	52	32	7	-
62	23/03	CN Continental	Alexandria-Dorval	52	32	7	-
63	12/10	CP Dominion	Ottawa-Montréal	80	50	2	-
64	25/10	CN Panorama	Montréal-Ottawa	85	53	1	-
65	24/09	CP/CN No. 33	Ottawa-Toronto	49	30	9	Pool
66	06/08	CN Gatineau	Ottawa-Montréal	84	52	2	also 26/11
67	25/11	CN Lakeshore	Ottawa-Brockville	63	39	1	-
68	20/04	CN Lakeshore	Ottawa-Kingston	68	42	2	-
69	09/09	CN Capital	Ottawa-Toronto	55	34	4	also 19/12

NO MATTER WHERE IT'S GOING: REPRISE – SLOWEST AVERAGE SPEEDS

<i>year</i>	<i>date</i>	<i>train</i>	<i>from-to</i>	<i>km/h</i>	<i>mph</i>	<i>stops</i>	<i>notes</i>
1970's:							
70	30/01	CP Canadian	Calgary-Vancouver	50	31	11	-
71	14/02	CN Bonaventure	Ottawa-Toronto	80	50	7	also 22/03, 13/10
72	03/12	CN Capital/Cavalier	Ottawa-Toronto	52	32	6	-
73	17/05	CP No. 263	Montréal-Hudson	44	27	4	[a]
74	06/07	NCC	Ottawa-Wakefield	25	16	0	Steam
75	22/05	CN Capital/Cavalier	Ottawa-Toronto	55	34	6	-
76	22/04	CN Exec	Brockville-Ottawa	51	32	1	-
77	25/09	VIA/CN No. 118	Matapédia-Gaspé	45	28	9	-
78	08/07	VIA No. 199	Québec (S-F)-Chicoutimi	44	27	12	SF: Ste-Foy
79	28/11	VIA Hudson Bay	The Pas-Winnipeg	51	32	4	-
<i>a – also CP No. 262, Hudson-Montréal.</i>							
1980's:							
80	21/07	VIA Canadian	Vancouver-Banff	49	30	10	-
81	26/05	VIA Hudson Bay	Winnipeg-Churchill	41	25	12	-
82	03/04	TT No. M232	Carbonear-St. John's	33	21	1	Mixed [a]
83	17/07	BCR Royal Hudson	N. Vancouver-Squamish	33	21	0	Steam
84	06/10	VIA Panorama	Pr. George-Edmonton	55	34	7	-
85	18/04	VIA No. 615	Saint John-Fredericton	55	34	1	RDC
86	01/02	VIA Super Continental	Edmonton-Vancouver	53	33	10	-
87	01/12	VIA Exec	Kingston-Toronto	119	74	1	-
88	24/11	VIA Ville Marie	Montréal-Ottawa	86	53	1	-
89	27/09	VIA Canadian	Vancouver-Lake Louise	46	29	9	-
<i>a – Narrow gauge.</i>							
1990:							
90	05/08	VIA La Salle	Toronto-Kingston	101	63	4	-
91	27/02	VIA Laurier	Ottawa-Montréal	90	56	1	-
92	21/11	VIA Simcoe	Toronto-Kingston	99	61	7	-

NO MATTER WHERE IT'S GOING: REPRISÉ – SLOWEST AVERAGE SPEEDS

<i>year</i>	<i>date</i>	<i>train</i>	<i>from-to</i>	<i>km/h</i>	<i>mph</i>	<i>stops</i>	<i>notes</i>
93	04/06	GCRT Rocky Mountaineer	Kamloops-Vancouver	44	27	0	-
94	09/06	VIA Huron	London-Toronto	72	45	6	-
95	27/11	VIA Laurier	Ottawa-Montréal	90	56	1	-
96	03/05	VIA Canadian	Edson-Edmonton	73	45	1	-
97	19/11	VIA Bonaventure	Montréal-Kingston	108	67	4	-
98	18/09	VIA Senator [49]	Ottawa-Kingston	95	59	2	-
99	23/07	VIA International [85]	Toronto-Guelph	65	40	2	-
2000's:							
00	28/12	GO No. 845	Toronto-Georgetown	48	30	6	-
01	02/09	APRE	Big Valley-Stettler	24	15	0	Steam
02	02/02	VIA Huron [683]	Toronto-Georgetown	63	39	1	-
03	14/09	APRE	Big Valley-Stettler	19	12	0	Steam
04	29/04	AMT No. 13	Montréal-Pincourt	44	27	14	-
05	25/05	GO No. 841	Malton-Georgetown	46	29	3	-
06	26/09	VIA Canadian	Toronto-Edmonton	66	41	18	-
07	05/07	AMT No. 942	Deux Montag's-Montréal	46	29	10	-
08	25/01	VIA Snow Train Express	Edmonton-Jasper	73	46	0	-
09	30/08	APRE	Stettler-Big Valley	18	11	0	Steam
2010's:							
10	25/09	AMT No. 51	Montréal-Pincourt	44	27	13	-
11	18/09	AMT Express du Musée	Montréal-Exporail	46	29	0	-
12	21/09	LMC Le Train du Massif ...	La Malbaie-Québec	41	25	1	... de Charlevoix
13	28/09	APRE	Stettler-Big Valley	17	11	1	Steam
14	23/07	VIA Ocean	Montréal-Moncton	55	34	12	-
15	27/07	VIA Canadian	Watrous-Edmonton	52	33	2	-
16	15/09	VIA Canadian	Edmonton-Watrous	52	33	2	-
17	06/07	VIA Canadian	Edmonton-Vancouver	52	33	3	-
18	15/07	SSR	Beeton-Tottenham	19	12	0	-

NO MATTER WHERE IT'S GOING: REPRISE – SLOWEST AVERAGE SPEEDS

<i>year</i>	<i>date</i>	<i>train</i>	<i>from-to</i>	<i>km/h</i>	<i>mph</i>	<i>stops</i>	<i>notes</i>
19	26/07	VIA No. 59	Ottawa-Kingston	70	44	3	-
2020's:							
22	10/05	VIA Canadian	Watrous-Edmonton	47	29	2	[a]
<i>a – also Vancouver-Edmonton [08/01], 7 stops; Edmonton-Watrous [09/06], 3 stops.</i>							
23	17/05	WR Wheatland Express	Wakaw-Cudworth	19	12	0	Tourist train
AMERICAN SERVICE PROVIDERS							
[Transit-like service providers excluded (e.g., BART)]							
1960's:							
67	16/11	PRR Colonial	Wilmington-New York	89	55	4	Electric
1970's:							
70	26/03	WP&Y No. 1	Skagway-Whitehorse	27	17	4	Narrow gauge
73	17/07	C&T	Chama-Antonito	17	10	2	Narrow gauge [a]
74	27/05	D&S Silverton	Durango-Silverton	21	13	0	Steam [b]
75	05/12	AM Monréaler	New York-Montréal	57	35	12	[c]
76	03/07	WP&Y No. 1	Skagway-Lake Bennett	26	16	1	Narrow gauge
<i>a – timings and number of stops estimated; b – Narrow gauge; c – Electric (part); also SP No. 153, 17/11, San Jose-San Francisco, 8 stops.</i>							
1980's:							
80	17/07	AM Pacific International	Vancouver-Seattle	56	35	6	-
82	05/01	AM Monréaler	Montréal-Washington	67	42	21	Electric (part)
87	28/04	CALT No. 54	San Francisco-San Jose	65	40	5	[a]
<i>a – timings and number of stops estimated.</i>							
1990's:							
94	02/05	CALT No. 163	Palo Alto-San Francisco	49	30	5	[a]

NO MATTER WHERE IT'S GOING: REPRISE – SLOWEST AVERAGE SPEEDS

year	date	train	from-to	km/h	mph	stops	notes
<i>a – timings and number of stops estimated.</i>							
2000's:							
07	13/04	AM Adirondack	Montréal-Plattsburgh	32	20	2	-
08	04/08	D&S Silverton [461]	Durango-Silverton	21	13	4	Steam [a]
<i>a – Narrow gauge (also 462, 465 & 466, stops varying between 1 & 3).</i>							
2010's:							
10	23/09	AM Adirondack	New York-Montréal	54	34	17	-
11	13/01	AM Maple Leaf	Toronto-New York	66	42	18	-
15	16/09	AM Adirondack	Montréal-Beacon	52	33	15	-
17	15/06	WP&Y	Skagway-Fr. Meadows	24	15	1	Steam [Fraser][a]
18	28/04	WRM	Rio Vista Jct.-Molena	20	13	0	-
19:	23/07	AM Adirondack	New York-Montréal	54	34	17	-
<i>a – Narrow gauge.</i>							
MEXICAN & COSTA RICAN SERVICE PROVIDERS							
1970's:							
75	15/11	PSRMA	Puerto Peñasco-Mexicali	60	37	0	-
2010's:							
11	23/01	STCR	Mata de Limón-Camb'e	24	15	0	Cambalache [a]
<i>a – Narrow gauge.</i>							

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Minor stylistic changes and routine updates, also revised throughout to take **2023** trips into account.