THE CANADIAN
60 Years of Transcontinental Passenger Service
1955 - 2015

VOLUME 2: The VIA Rail Canada Era
1978 - 2015

C. van Steenis, Calgary, AB. April 2015
CONTENTS

Though by no means complete, this series is a pictorial journal of Canadian Pacific Railway’s \textit{THE CANADIAN} and VIA Rail’s \textit{CANADIAN} marking 60 years of operation from the inaugural runs on 24 April 1955 to 2015; in four volumes:

- Vol. 1A: The Canadian Pacific Era 1955-1978 in Eastern Canada
- Vol. 1B: The Canadian Pacific Era 1955-1978 in Western Canada
- \textbf{Vol. 2: The Via Rail Canada Era 1978-2015}
- Vol. 3: Motive Power & Passenger Equipment

This Volume, Vol. 2, focuses on VIA Rail Canada’s ‘\textit{CANADIAN}’, from Oct of 1978 to Jan 1990 on the Canadian Pacific Railway southern route and from January of 1990 on the Canadian National Railway northern route.

The author wishes to express thanks to the following individuals who kindly provided photos and information for this volume: John P. Carter, Andy Cassidy, Bruce Chapman, Kevin Dunk, Raymond Farand, Phil Mason, Claude Prutton, Wilco van Schoonhoven and Ron Visockis. Special thanks to Bruce Chapman for reviewing this volume.

Photo Credits: All photos are used with the permission of the photographers. The photos of the old stations from the early part of the 20\textsuperscript{th} century are in the public domain; the copyright has expired.

Cover Photo: KOKANEE PARK brings up the markers on Train No. 2, VIA’s \textit{CANADIAN} at CN Home, AB., west of Jasper, on 10 April 2010, – Cor van Steenis Photo
THE VIA RAIL PASSENGER FLEET

In March of 1978 Canadian National transferred most of its extensive passenger car fleet to VIA Rail, such as the ‘E’ sleeper ERWOOD (blt. 1954 P-S, above). In October of 1978, the entire Canadian Pacific stainless steel Budd-built car fleet and other cars were transferred, such as SKYLINE DOME 503 (blt 1954, below).
THE ROUTE OF VIA RAIL’S ‘CANADIAN’


The route of Canadian Pacific’s THE CANADIAN remained unchanged from the inaugural runs on 24 April 1955 until the last trains left the eastern and western terminals on 28 October 1978; over 23 years of daily trans-continental passenger service in each direction.

On 29 October 1978 VIA Rail Canada assumed operations and from then their ‘CANADIAN’ traveled on CPR’s tracks, the ‘southern route’ (shown in dashed red); Toronto to Vancouver. There was no ‘Montreal’ section again until 17 June 1979, when VIA’s CANADIAN returned to Montreal, using Central Station (solid red).

For a time, in the early 1980’s, VIA’s ‘CANADIAN’ ran from Montreal-Ottawa-Toronto-Vancouver (not shown on map) rather than in sections from Montreal and Toronto to Sudbury.

From 15 January 1990, after severe budget cuts, the southern route was dropped and VIA’s ‘CANADIAN’ commenced running on CNR’s northern route (shown in blue). The Montreal-Sudbury section was gone; the ‘transcontinental’ now went only from Toronto to Vancouver, bypassing Regina, Calgary and Banff.
VIA FP9A No. 1413 (ex-CPR No. 1413), two CPR 8500 series GP9’s and another VIA FP9A (ex-CPR) are all still in the CP Rail ‘action red’ livery as they take VIA’s CANADIAN, Train No. 1, down the ‘Big Hill’ into Field, B.C., on 06 August 1981. C. van Steenis photo

VIA Rail’s ‘CANADIAN’

ON THE SOUTHERN ROUTE

(Canadian Pacific Railway Route)

October 1978 – January 1990
After the takeover by VIA of CPR’s passenger services on 29 October 1978, VIA Rail dropped Montreal’s Canadian Pacific Windsor Station as the eastern terminus for its CANADIAN; the train ran only out of Toronto to Vancouver. Then, on 17 June 1979, VIA’s re-established the ‘Montreal’ section; the eastern terminus for the CANADIAN was became Canadian National’s Central Station (above).

Construction was started in 1926, was suspended in 1930 due to the Great Depression and resumed in 1939. The station opened on 14 Jul 1943.
VIA Rail is just into its second year of operation as VIA 6514 heads up Train No. 1 at Ashton, Ontario, MP23 on the Carleton Place Subdivision, on its run from Montreal to Sudbury and on to Vancouver. The consist is a mix of ex-CPR stainless steel cars and ex-CNR cars, including a steam generator car in the blue and yellow livery behind the engine. The engine is ex-CNR 6514, an FP9A built by GMD in 1957, still in Canadian National colours, but with the CN logo removed from the nose.
THE MONTREAL – SUDBURY SECTION

VIA Rail FPA-4 No. 6780 heads up westbound Train No. 1, the ‘CANADIAN’, out of Ottawa with a mix of ex-CNR and ex-CPR cars, all painted in the VIA blue and yellow livery. The engine is ex-CNR 6780, built by Montreal Locomotive Works in 1959. Two and a half years later, on 15 January 1990, this train will no longer travel the Montreal-Ottawa-Sudbury route; the train will run out of Toronto to Vancouver.
VIA No. 2 East of Levack, ON. 1989

John P. Carter Photo

LEVACK, ONTARIO

VIA No. 2, headed up by VIA F40PH-2 No. 6408, a ‘B’ unit, an-ex-CNR Steam Generator Car, an ex-CNR Baggage Car and 7 other ex-CPR and ex-CNR cars including 2 dome cars is east of Levack, Ontario, MP104 on the CPR Cartier Subdivision just before the VIA CANADIAN discontinued running on the southern CPR route on 14 January 1990.
Canadian Pacific’s Train No. 11, the Toronto section of THE CANADIAN, used to start its journey to Sudbury, Ontario, at Toronto Union Station; that did not change when VIA assumed ownership of the CANADIAN on 29 October 1978.

The station was built from 1914-1920 for the Toronto Terminals Railway (owned jointly by the CPR and Grand Trunk Railway). It was opened on 06 Aug 1927 by Prince Edward, Prince of Wales.

The station is still the eastern terminal for VIA Rail’s CANADIAN today.
## 1981 VIA CANADIAN TIMETABLE
### MONTREAL-TORONTO-SUDBURY-WINNIPEG

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**Notes:**
- All times are in 24-hour format.
- Canadien services operate between Montreal, Toronto, Sudbury, and Winnipeg.
- Times vary depending on the specific service and route.

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**Arrows:**
- Arrows indicate the direction of service.
- "CT/HC" denotes a connecting train.

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**Stops:**
- Stops are listed alongside each service.
- Services may stop at multiple locations.

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**Service Details:**
- Services may include intercity, regional, and local services.
- Services may operate daily, weekly, or bi-weekly.

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**Contact:**
- For more information, contact VIA Rail Canada.
- VIA Rail Canada is a key player in the Canadian railway network.
When VIA Rail assumed ownership of the CANADIAN on 29 October 1990, it moved the station stop in Winnipeg from the CPR Higgins Avenue Station to Union Station (above). The station was built between 1908 and 1911 by the Canadian Northern Railway, Grand Trunk Pacific Railway and the Dominion Government; the first train to use the station was on 07 Aug 1911; it officially opened on 24 June 1912.
At this time, VIA’s CANADIAN was running from Montreal (Central Station)-Ottawa-Toronto- Sudbury-Winnipeg-Vancouver; it did not run in two sections from Montreal and Toronto to Sudbury.
Train No. 1 (left) at Winnipeg Union Station 01 May 1981

Ron Visockis Photo

WINNIPEG, MANITOBA

VIA No. 1 is headed up on this day by an eclectic mix of road power:

- **VIA 1406** is ex-CPR FP9A 1406 built 1954 by GMD; retired 1983
- **VIA 1965** is ex-CPR F9B 1907 built in 1954 by GMD; became CPR 4478 in 1971, became VIA 1965 in 1979; retired in 1983
- **VIA 8558** is ex-CPR RS-10 8558 built in 1956 by MLW; retired in 1981

VIA 6504 (on the right track) is ex-CNR FP9A 6504 and might here be the power on the SUPER CONTINENTAL...?
BRANDON, MANITOBA

After departing Winnipeg’s Union Station, we see the same train later that day stopped at the station at Brandon, Manitoba, 133 miles west of Winnipeg, the division point between the CPR Carberry and Broadview Subdivisions. The lead unit, VIA 1406, is having her water topped up at the stand-pipe. The train has two dome cars (a Skyline dome and a PARK car) and a mix of steel cars (in blue with yellow striping), inherited from the CNR in March of 1978, and stainless steel cars inherited from the CPR in October of 1978.
VIA No. 1 is here passing the site of the ghost town of Anthracite, Alberta, about 3 miles east of Banff. It was in existence from 1886 to 1904 as a coal (anthracite) mining town to supply the CPR and reached a population of 300. The train is headed up by an A-B-A lash-up, all in VIA blue and yellow and has 14 cars. The car between the locomotives and the baggage car is a sleeper used to accommodate the passenger car attendants. On the right is the Trans-Canada Highway.
VIA NO. 1 at Banff East 17 Aug 1980
H.A. Kinsey Photo from the Ron Visockis Collection

BANFF EAST, ALBERTA

Stoney Squaw looms over VIA Train No. 1, the **CANADIAN** as it enters the siding at MP80.5, Banff East, on the Laggan Subdivision with:

**VIA No. 6553** – built as CPR FP7A 1403 in 1953; became CPR 1404 in 1954 for service on *THE CANADIAN*; became VIA 1404 in 1978, then VIA 6553 in 1980

**CPR No. 8525** - a GP9 built in 1955 and equipped with a steam generator for passenger service; rented from CPR

**VIA No. 1424** – built as CPR FP7A 4068 in 1952; became CPR 1424 in 1954 for service on *THE CANADIAN*; became CPR 4068 in 1965; to VIA in 1978; became VIA 1424 in 1979.
The Bow River is frozen over on this cloudy day in January of 1986 as VIA Train No. 1, the **CANADIAN**, winds its way up the slight grade at MP113 on the Laggan Subdivision towards Lake Louise.

A few years later, 4 years to be exact, Nicholas Morant would be here with his large format camera to take one last photo.
THE CONTINENTAL DIVIDE

VIA No. 2 has almost reached the Continental Divide at Stephen as it passes Summit Lake four months before VIA abandons the southern CPR route. The consist today is 13 cars behind an F40PH-2: an ex-CNR 6600 series F9B, ex-CPR baggage-dormitory car and coach, an ex-CNR coach, an ex-CPR Skyline Dome, seven ex-CPR stainless steel sleepers and a dining car plus a PARK dome-obs. car on the tail end.
THE LOWER SPIRAL TUNNEL

VIA No. 2 has just exited the upper portal of the Lower Spiral Tunnel through Mount Ogden and is headed to Yoho and the Upper Spiral Tunnel on its climb from Field to the Great Divide on the British Columbia-Alberta border.

The consist, headed by an A-B-A lash-up, includes seven ex-CPR stainless steel cars and six ex-CNR cars in the VIA blue livery with yellow stripes. The ex-CNR cars include some ‘I’ series sleepers built by CC&F in 1950 and some ‘E’ series sleepers built in 1954 by Pullman Standard for service on the CNR SUPER CONTINENTAL.
If it were not for the blue livery on the two visible passenger cars, one would say that this was Canadian Pacific’s Train No. 1, \textit{THE CANADIAN}, at the west signal at Cathedral, MP133.1 on the Laggan Subdivision. But it is VIA’s Train No. 1, the \textit{CANADIAN}, with VIA FP9A No. 1407 (ex-CPR 1407) CPR GP9 No. 8522 (rented by VIA) and VIA FP9A No. 1413 (ex-CPR 1413), all still in the CPR ‘action red’ livery.

The train has some 18 hours to go before it reaches Vancouver and is turned for the return run. Two days later, we will see the same road power, VIA No. 1407 leading, on eastbound Train No.2 at Field, B.C.
VIA No. 1 at Mount Stephen 25 Aug 1989  
Cor van Steenis Photo

**MOUNT STEPHEN**

CPR SD40-2 No. 5970 (rented) assists VIA F40PH-2 No. 6408 and VIA F9B No. 6620 (ex-CNR No. 6620) as they glide down the hill to Field, B.C., with VIA Train No. 1, the **CANADIAN**, just west of Cathedral at MP133.5 on the Laggan Subdivision.

The 59 VIA F40PH-2’s (No.’s 6400-6458) were built in three groups between November 1986 and July of 1989 and from late 1986 onwards had mostly replaced the aging FP7/9A units inherited from CP and CN on Trains No. 1 and No.2. In the summer the units usually had an ex-CNR B-unit trailing and in winter had a B-unit and one or two steam generator cars trailing. Since VIA was still short of road power in the west, CPR units were rented to assist with longer trains until two F40PH-2 were available to power the **CANADIAN**.
Two days earlier we saw the same road power, VIA FP9A No. 1407 (ex-CPR 1407), CPR GP9 No. 8522 (rented by VIA) and VIA FP9A No. 1413 (ex-CPR 1413), on Train No. 1 at Cathedral. Having been turned at Vancouver, these units now power the sixteen cars (seven ex-CNR, nine stainless steel ex-CPR) of Train No. 2 up the ‘Big Hill’ from Field to the Great Divide at Stephen.

The sixth car in the consist is passing through the snow slide shed that we shall see in greater detail on the next page.
MOUNT STEPHEN SNOW SHEDS

VIA No. 1, with VIA 6308 and VIA 6607 is eastbound on the 2.2% hill climb from Field, B.C., to the Continental Divide as it approaches one of the timber snow sheds at MP 134, Laggan Subdivision, on the slopes of Mount Stephen just west of the short Mount Stephen rock tunnel.

VIA 6308 is an ex-CNR FP9A built in 1957 as CNR No. 6521, transferred to VIA in 1978 and re-manufactured in 1984 as VIA FP9RM No. 6308.

VIA 6607 is an ex-CNR F9B unit built in 1954.

The timber snow and rock slide sheds were removed in 1989 and the track is protected by a signaled slide detection fence.
Field, B.C., is the division point between the Laggan (Calgary-Field) and Mountain (Field-Revelstoke) Subdivisions.

We saw these units, VIA FP9A No. 1407 (ex-CPR 1407), CPR GP9 No. 8522 (rented by VIA) and VIA FP9A No. 1413 (ex-CPR 1413), two days earlier on Train No. 1 westbound. They have been turned at Vancouver and are seen here at Field, B.C., 18 hours after departing the coast, for a station stop and crew change. It is 2 ½ years since VIA assumed operation of the CANADIAN, but the road power on this day is still in the CPR ‘action-red’ livery. Some ex-CPR units went on to retire without ever being re-painted into VIA’s blue and yellow livery.
VIA No. 1 at Field BC 30 Jul 1988

Claude Prutton Photo

FIELD DIVISION POINT

VIA F40PH-2 No. 6404, one of the earliest of these units, built in late 1986, heads up Train No. 1 at Field. As was common after the F40PH-2’s came onto the scene, an ex-CNR 6600 series F9B unit trails.

The first CPR transcontinental passenger train, the 11-car ‘PACIFIC EXPRESS’, passed through here on the 3rd of July 1886 on its seven day journey from Montreal’s Dalhousie Square Station to Port Moody, B.C.
VIA No. 2 at Ottertail BC 30 Jul 1988

Claude Prutton Photo

OTTERTAIL

VIA No. 2, the CANADIAN, has VIA F40PH-2 No. 6403 and VIA F9B No. 6651 (ex-VIA 1962, exx-CPR 4474. exxx-CPR No. 1901) as power as it crosses the Ottertail River bridge at MP6.3 of the Mountain Subdivision west of Field, B.C.

The 6600 series ex-CNR and ex-CPR F9B units were all retired or sold by January of 1990 when the CANADIAN was cancelled on this route and started operating on the northern (CNR) route.
KICKING HORSE CANYON

VIA No. 2 east of Glenogle BC 29 Jul 1988 Claude Prutton Photo

VIA No. 1 approaching Glenogle BC 20 May 1982 Claude Prutton Photo
An unusual road power combination, A-B-A-A, on the **CANADIAN** at MP106 of the Mountain Sub. between the Rogers Pass and Revelstoke.

The lead unit, VIA No. 6569 was built in 1952 as CPR FP7A No. 4069; in 1954 it was renumbered CPR No. 1425 for service on CPR’s THE CANADIAN; in 1965 it was renumbered back to CPR No. 4069; to VIA in 1978 where it was numbered VIA 1425 in 1979; in 1980 it became VIA No. 6569. Today (2015) it resides at the West Coast Railway Association Museum at Squamish, B.C., renumbered back to CPR 4069.
VIA 6457 on No. 1 in Nov 1989 along the Eagle River east of Taft BC
Phil Mason Photos

**EAGLE RIVER**

Ex-CPR Riding Mountain Park brings up the markers
SKOONKA TUNNEL

VIA No. 2 goes through a rock shed and tunnels in the Thompson River canyon at MP80 CNR Aschcroft Subdivision near Spences Bridge, B.C.
AGASSIZ, BC

The three road power units on this day are:

**VIA 1403** – built as CPR FP7A No. 4102 in 1953; became CPR 1403 in 1954; became VIA 1403 in 1978; retired in 1983.


The car behind the baggage car is a 24 roomette ‘I’ series sleeper, with names like INGRAMPOR & INDIGO, built in 1950 by Canadian Car & Foundry and used by VIA for train crew accommodation; one of 13 such cars acquired by VIA in 1978.
VIA F40PH-2 No. 6411, an ex-CNR B Unit and an ex-CNR Steam Generator Unit head up a stainless steel Train No. 1 at MP147 of the (then) BNSF New Westminster Subdivision (now controlled by CNR). The train is nearing the end of its 2,775 mile run from Toronto’s Union Station to VIA’s Pacific Central Station. The image was taken from the Gargaldi Way overpass near Lake City in Burnaby, B.C.
THE WESTERN TERMINUS

CPR ‘WATERFRONT’ STATION – VANCOUVER

The last Canadian Pacific Train No. 1, THE CANADIAN arrived here on 31 October 1978. For almost a year after, VIA used this station as the western terminus for its CANADIAN. The last passenger train to use the station was VIA’s CANADIAN which departed from here on 27 October 1979 with Baggage 9633, Sleeper CHATEAU LAUZON (crew accommodation), Coach 5640, Coach 125, SKYLINE DOME 510, Daynighter Coach 5732, Sleeper DOUGLAS MANOR, Sleeper ALLAN MANOR, Dining Car ALEXANDRA, Sleeper EXCELSIOR, Dome-observation BANFF PARK.

From 28 October 1979 onward, VIA used Canadian National’s Pacific Central Station for arrivals and departures of the CANADIAN.
PACIFIC CENTRAL STATION – VANCOUVER

VIA No. 2 the CANADIAN awaits departure at Pacific Central Station with:

**VIA No. 1414** - built as CPR FP9A No. 1414 in 1954; became VIA 1414 in 1978; retired 1981-1983

**CPR No. 8516** - built 1955 as CPR GP9 No. 8516, did not transfer to VIA Rail; rented from CPR at this time

VIA - The third unit is an ex-CPR ‘A’ unit still in ‘action red’ CPR livery
THE ‘NEW’ WESTERN TERMINUS
CNR PACIFIC CENTRAL STATION

From 28 October 1979 to the present day (2015), VIA Rail has used Pacific Central Station (above) at 1150 Station Street, Vancouver, as its western terminal.

Construction in the filled-in mud flats of the False Creek area was initiated by the Canadian Northern Railway, which went bankrupt in 1917; the Canadian National Railway completed the project and it opened on 03 November 1919. It had 16 tracks with platforms 1200 feet in length.
PACIFIC CENTRAL STATION – VANCOUVER

VIA No. 2 awaiting departure at Pacific Central Station with:

**VIA No. 1425** – built as CPR FP7A No. 4069 in 1956; became CPR 1425 in 1954; became CPR 4069 again in 1965; to VIA in 1978; became VIA 1425 in 1979; re-built to VIA 6569 in 1980.

**CPR No. 8522 and No. 8515**, both CPR GP9’s rented from CPR

Note the ‘I’ series 24 roomette sleeper with the staggered windows (behind the baggage car), one of 13 acquired by VIA from Canadian National Railway and often used for crew accommodation in this position in the consist in the early years of VIA Rail.
# THE FINAL TRAINS ON THE SOUTHERN CPR ROUTE

## VIA’s CANADIAN

<table>
<thead>
<tr>
<th>MONTREAL-SUDBURY</th>
<th>SUDBURY-MONTREAL</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>DEPARTED 14 JANUARY 1990</strong></td>
<td><strong>DEPARTED 14 JANUARY 1990</strong></td>
</tr>
<tr>
<td>as NO. 1 FROM MONTREAL</td>
<td>as NO. 2 FROM SUDBURY</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>• VIA FP40H-2 No. 6409</td>
<td>• VIA FP40H-2 No. 6443</td>
</tr>
<tr>
<td>• Steam Generator Unit 15417</td>
<td>• Steam Generator Unit 15444</td>
</tr>
<tr>
<td>• Baggage 9664</td>
<td>• Baggage 9632</td>
</tr>
<tr>
<td>• Café Lounge 755</td>
<td>• Café Lounge 754</td>
</tr>
<tr>
<td>• Cafe-Coach 3232</td>
<td>• Cafe-Coach 3213</td>
</tr>
<tr>
<td>• Coach 5503</td>
<td>• Coach 5478</td>
</tr>
</tbody>
</table>

All of the above cars were former Canadian National Railway cars transferred to VIA in March of 1978

<table>
<thead>
<tr>
<th><strong>ARRIVED SUDBURY 14 JAN 1990</strong></th>
<th><strong>ARRIVED MONTREAL 15 JAN 1990</strong></th>
</tr>
</thead>
</table>

VIA Rail decided not to run its CANADIAN to and from Vancouver east of Sudbury after 14 January 1990 so the last westbound CANADIAN was routed Toronto-Vancouver and the last eastbound routed Vancouver-Toronto (see next page).
# THE FINAL TRAINS ON THE SOUTHERN CPR ROUTE

## TORONTO - VIA’s CANADIAN - VANCouver

<table>
<thead>
<tr>
<th>TRAIN NO. 1 WESTBOUND</th>
<th>TRAIN NO. 2 EASTBOUND</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>DEPARTED 14 JANUARY 1990</strong></td>
<td><strong>DEPARTED 14 JANUARY 1990</strong></td>
</tr>
<tr>
<td>FROM TORONTO (as Train No.9)</td>
<td>FROM VANCOUVER</td>
</tr>
<tr>
<td>FROM SUDBURY (as Train No. 1)</td>
<td></td>
</tr>
</tbody>
</table>

- VIA FP40H-2 No. 6453
- VIA FP40H-2 No. 6410
- SGU 15440 (added at Calgary)
- Steam Generator Unit 15429
- Steam Generator Unit 15478
- Baggage-Dormitory 615
- Coach 110
- Coach 119
- Skyline Dome 507
- Sleeper CHATEAU IBERVILLE
- Sleeper BLISS MANOR
- Sleeper BROCK MANOR
- Ding Car CHAMPLAIN
- Sleeper CHATEAU BRULE
- Sleeper LORNE MANOR
- Sleeper FRANKLIN MANOR
- Dome-Obs. BANFF PARK

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ARRIVED VANCOUVER 17 JAN 1990</strong></td>
<td><strong>ARRIVED TORONTO 17 JAN 1990</strong></td>
</tr>
<tr>
<td>(as VIA Passenger Extra 6453 West)</td>
<td>(as VIA Passenger Extra 6457 East)</td>
</tr>
</tbody>
</table>

- VIA FP40H-2 No. 6457
- VIA FP40H-2 No. 6407
- Steam Generator Unit 15477
- Steam Gen. 15440 (off at Calgary)
- Skyline 511 (d-h Calgary-Wpg)
- Baggage-Dormitory 607
- Coach 102
- Coach 125
- Skyline Dome 505
- Sleeper CORNWALL MANOR
- Sleeper DRUMMOND MANOR
- Sleeper THOMPSON MANOR
- Dining Car ALEXANDRA
- Sleeper BELL MANOR
- Sleeper SHERWOOD MANOR
- Sleeper ALLAN MANOR
- Dome-Obs. STRATHCONA PARK
LEANCHOIL - THE SECOND LAST RUN OF VIA NO. 2

Fresh snow has fallen as VIA F40PH-2 No. 6440 leads a VIA 6300 series FP9A, 2 Steam Generator Units and 8 cars at Leanchoil on the Mountain Sub., west of Field, B.C. The ex-CNR Steam Generator Units were used on the CANADIAN when headed up by an F40PH-2 locomotive until all the Budd-built passenger cars were rebuilt (from 1990 until 1993) with HEP (head end power) for electric rather than steam heating.
THE LAST RUN OF VIA NO. 2

It’s just before noon on 15 January 1990 as the final VIA CANADIAN eastbound Train No. 2, passes this scenic spot. A CBC television crew and Nicholas Morant were in attendance to take one last photo. The consist, except for two head-end steam generator cars in blue/yellow livery, was the classic all-stainless steel train that passed here for the first time some 35 years earlier. After No. 1 passed by this spot the next day, over 100 years of transcontinental passenger train service on the Canadian Pacific Railway route ends. After that, VIA’s CANADIAN would start to operate on the northern Canadian National Railway route.
IT’S OK OPA...

...THE TRAIN DOESN’T COME HERE ANYMORE...
VIA Rail’s ‘CANADIAN’

ON THE NORTHERN ROUTE

(Canadian National Railway Route)

January 1990 – April 2015
THE CRASH OF 1929 1990

On 04 October 1989 an Order-in-Council, P.C. 1989-1974, effective 15 January 1990, was signed by the Governor-General of Canada. As well, operating subsidies for VIA were cut by Parliament by almost 50% or $300 million. These actions had, among others, the following impacts on VIA Rail Canada (a Crown Corporation) and the travelling public:

- 2,761 (of 7,300) VIA Rail employees were let go, and
- VIA’s transcontinental train, Montreal to Vancouver, VIA’s SUPER CONTINENTAL, was cancelled (again), and
- the Montreal to Sudbury section of VIA’s CANADIAN was cancelled, and
- VIA’s CANADIAN on the southern Canadian Pacific route was cancelled, depriving Regina, Calgary, Banff and Lake Louise of passenger train service, and
- VIA’s CANADIAN was reduced to a Toronto to Vancouver service and return on the northern Canadian National route through Saskatoon, Edmonton and Jasper.

Although the very first runs of Canadian Pacific Railway Trains No. 1 and No. 2, THE CANADIAN, passed each other for the first time in late April of 1955 at Grand Coulee, Saskatchewan, the train no longer came through there or through many other prairie communities.
THE SCENIC DOMELINER IS BACK

The last VIA **Canadian** trains to run on the southern CPR route departed Toronto and Vancouver on 14 January 1990. After that, the **Canadian** ran on the CNR route from Toronto-Sudbury-Winnipeg-Saskatoon-Edmonton-Jasper-Kamloops-Vancouver. After switching to the northern route, VIA sidelined its ex-CNR passenger fleet and old CPR and CNR locomotives and used only ex-CPR stainless steel cars and F40PH-2 locomotives, as seen above in 1991 and on the following page.

The only exception to the stainless steel consists was that in the winter seasons for the first few years, ex-CNR Steam Generator Units were used. Even though the F40PH-2’s were head-end-power equipped, all cars were not converted from steam to electric heating until 1993.
THE SCENIC DOMELINER IS BACK

Above, in 1991, TREMBLANT PARK brings up the markers; in 1994 it is ASSINIBOINE PARK; both are on all-Budd-built stainless steel consists.
FOLLOWING THE ‘CANADIAN’
FROM EDMONTON TO YELLOWHEAD PASS
AT CARVEL, ALBERTA

It’s early morning and VIA No. 1 is an hour out of Edmonton and 2,032 miles from Toronto when it passes Carvel (MP31.8 Edson Sub.) with F40PH-2 No.’s 6412 & 6438 and 18 cars: Baggage 8605, Coaches 8139, 8143 & 8125, Skyline 8501, Diner PALLISER, Skyline 8516, Sleepers BLISS, DRAPER, MONCK & ABBOTT MANOR, CHATEAU PAPINEAU, Skyline 8510, Diner IMPERIAL, Sleepers MACDONALD, MACKENZIE & DOUGLAS MANOR and Dome-Observation PRINCE ALBERT PARK.
FOLLOWING THE ‘CANADIAN’
FROM EDMONTON TO YELLOWHEAD PASS
AT CNR MAGNOLIA TRESTLE, ALBERTA

West of Gainford, Alberta, at MP61 of the CNR Edson Subdivision, the railway crosses the Yellowhead Highway on the Magnolia Trestle. Between Edmonton and Jasper, both the Canadian Northern Railway and the Grand Trunk Pacific Railway laid their tracks in the early part of the 1900’s, almost side by side. Once the Canadian National Railway took over these companies, the tracks were rationalized into a single track with passing sidings, although there are extensive sections of double track today.
FOLLOWING THE ‘CANADIAN’
FROM EDMONTON TO YELLOWHEAD PASS
AT EVANSBURG, ALBERTA

Dome-observation PRINCE ALBERT PARK has just cleared the deep gorge of the Pembina River as VIA No. 1 stays on the main to pass a CNR freight train in the siding at Evansburg, Alberta, MP69.0 on the Edson Subdivision. It is unusual to see a train with four domes; three Skyline dome cars and one dome-observation car. This section of track has concrete ties; note the piles of broken ties beside the track.
FOLLOWING THE ‘CANADIAN’
FROM EDMONTON TO YELLOWHEAD PASS
AT WILDWOOD, ALBERTA

No. 1 is speeding along at Wildwood, Alberta, in the parkland country of ‘Parkland County’. The three stainless steel coaches behind the baggage cars are of mixed vintage: Coach 8139 is ex-Conrail 5676, Coach 8143 is ex-Amtrak 5433 and Coach 8125 is ex-CPR 125. VIA acquired 18 addition coaches and 6 baggage cars from various American interests in 1989-90 to supplement the ex-CPR fleet.
FOLLOWING THE ‘CANADIAN’
FROM EDMONTON TO YELLOWHEAD PASS
AT CNR HENRY HOUSE, ALBERTA

VIA F40PH-2’s No. 6418 and 6408 (in ‘Spiderman’ livery) head up the 10 cars of Train No. 1 as it passes CN Henry House at MP225.8 of the CN Edson Subdivision on this spring day in 2010. The cars on this day are: Baggage 8616, Coaches 8122 & 8103, Skyline Dome 8503, Dining Car IMPERIAL, Sleepers BROCK, DAWSON, ALLAN and LORNE MANOR and Dome-Observation REVELSTOKE PARK bringing up the markers.

The ‘CANADIAN’ does not carry any CHATEAU series sleepers except in peak seasons when there are not enough MANOR cars available.
FOLLOWING THE ‘CANADIAN’
FROM EDMONTON TO YELLOWHEAD PASS
AT CNR ENGLISH, ALBERTA

VIA F40PH-2’s No. 6427 and No. 6405 head up an 8-car consist, TREMBLANT PARK bringing up the markers, on the double track at English, MP232.0 Edson Subdivision, 3 miles from its station stop at Jasper. It has travelled 2,337 miles since leaving Toronto and has another 438 miles to go to Vancouver.
FOLLOWING THE ‘CANADIAN’
FROM EDMONTON TO YELLOWHEAD PASS
AT JASPER, ALBERTA

With F40PH-2 No. 6431 (added at Jasper) and No. 6412 (No. 6438 was removed on arrival at Jasper) on the point, VIA No. 1 departs from the station track in the north yard in Jasper and heads west onto the Albreda Subdivision.

The baggage car, VIA 8605 (ex-CPR 605, nee-CPR 3005) was built in 1954 for Canadian Pacific as a baggage-dormitory car to accommodate the train crew. VIA removed the dormitories in 1980-81, removed most of the windows and sheathed the openings with stainless steel.
FOLLOWING THE ‘CANADIAN’
FROM EDMONTON TO YELLOWHEAD PASS
AT JASPER, ALBERTA

During the one and one-half hour layover at Jasper, the stainless steel cars receive a wash, although it does looks like the one employee is washing the other. The upper windows on the dome cars are washed from an elevated mobile platform.

Here we also see that the cars have received some additional decals: a maple leaf flag and the word ‘Canada’ in white letters.
The Jasper Station on Connaught Drive was built by the Canadian National Railway in 1925 as a Divisional Station at MP235.7 of the Edson Subdivision (Edmonton to Jasper) and MP0.0 of the Albreda Subdivision (132.3 miles Jasper to Blue River). It is a stop for the CANADIAN and is the eastern terminus for VIA’s Jasper to Prince Rupert train, once known as the ‘SKEENA’.

Today the Rocky Mountaineer train on the ‘Journey Through the Clouds’ route runs from Vancouver and also terminates in Jasper. The restored station was declared a National Heritage Site in 1992.
TYPICAL SPRING CONSISTS
VIA’s ‘CANADIAN’ AT JASPER

<table>
<thead>
<tr>
<th>ON NO. 2 EASTBOUND</th>
<th>ON NO. 1 WESTBOUND</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>10 APRIL 2010</strong></td>
<td><strong>25 APRIL 2010</strong></td>
</tr>
<tr>
<td>• F40PH-2 No. 6425</td>
<td>• F40PH-2 No. 6418</td>
</tr>
<tr>
<td>• F40PH-2 No. 6449</td>
<td>• F40PH-2 No. 6408</td>
</tr>
<tr>
<td>• Baggage 8606</td>
<td>• Baggage 8616</td>
</tr>
<tr>
<td>• Coach 8122</td>
<td>• Coach 8122</td>
</tr>
<tr>
<td>• Skyline Dome 8503</td>
<td>• Skyline Dome 8503</td>
</tr>
<tr>
<td>• Dining Car IMPERIAL</td>
<td>• Dining Car IMPERIAL</td>
</tr>
<tr>
<td>• Sleeper BROCK MANOR</td>
<td>• Sleeper BROCK MANOR</td>
</tr>
<tr>
<td>• Sleeper DAWSON MANOR</td>
<td>• Sleeper DAWSON MANOR</td>
</tr>
<tr>
<td>• Sleeper ALLAN MANOR</td>
<td>• Sleeper ALLAN MANOR</td>
</tr>
<tr>
<td>• Dome-Obs. KOKANEE PARK</td>
<td>• Dome-Obs. REVELSTOKE PARK</td>
</tr>
</tbody>
</table>

Note how 6 of the cars are the same in each consist on trains two weeks apart, confirming that the trains are turned intact at Toronto and Vancouver and cars added or removed as traffic volumes warrant.
VIA Train No. 1, the CANADIAN arrives at Jasper at 16:50 on 01 October 1994; some 35 minutes behind schedule, with a typical autumn consist of 12 cars. On this day, 6 cars from the SKEENA (Jasper to Prince Rupert train) had been sitting in the station pocket track and are here being switched into the train by the road power.

The final consist on this day, 2 locomotives plus 18 cars: F40PH-2 No.’s 6438 & 6443, Baggage 8600, Coaches 8106 & 8121, Skyline Dome 8504, Coach 8129, Skyline Dome 8500, Sleepers ROGERS, FRASER, DOUGLAS, MACKENZIE, JARVIS, BURTON and GRANT MANOR, Dining Car FAIRHOLME, Sleepers DUNSMUIR, ALLAN and THOMPSON MANOR and Dome Observation ASSINIBOINE PARK.
Switching Road Power on VIA No. 1 at Jasper 23 Aug 2008

Cor van Steenis Photo

SWITCHING THE ‘CANADIAN’ AT JASPER

The CANADIAN, VIA’s Train No. 1, has arrived at Jasper at 12:50h on 23 August 2008. F40PH-2 No. 6431 had been sitting in the house track west of the station and was coupled to the road power on the train, F40PH-2 No.’s 6412 & 6438. The three units then backed up to the house track (above) and cut off No. 6438; No. 6431 & 6412 then coupled back on the train for a westbound departure.

Note the red maple leaf flag and ‘Canada’ lettering on the locomotives, not on the original locomotives when built between 1986 and 1989.
VIA No. 1 arrives at Jasper 11 April 2010

Cor van Steenis Photo

FOLLOWING THE ‘CANADIAN’
FROM EDMONTON TO YELLOWHEAD PASS
DEPARTING JASPER, ALBERTA

F40PH-2 No.’s 6427 & No. 6405 arrive at Jasper with 8 former Canadian Pacific stainless steel cars on No. 1, TREMBLANT PARK bringing up the markers. Before the train departs, VIA No. 6411, which had been sitting in the station house track, will replace No. 6427.
FOLLOWING THE ‘CANADIAN’
FROM EDMONTON TO YELLOWHEAD PASS
AT CNR GEIKE, ALBERTA

VIA No. 1 has just passed the crossovers at CN Geike at MP8.5 on the double track between Home (MP0.4) and Fitzwilliam (MP25.2) and will cross the Yellowhead Pass at MP17.6 west of Jasper. The consist is F40PH-2 No.’s 6438 and 6443 plus 18 cars, including two dome cars: Skyline Dome 8500 (ex-CPR 500) and VIA 8707 ASSINIBOINE PARK (ex-CPR 15502, nee-CPR 15402). The Yellowhead Highway can be seen in the top right-hand corner of the image.
FOLLOWING THE ‘CANADIAN’
FROM EDMONTON TO YELLOWHEAD PASS
AT CNR GRANT BROOK, BRITISH COLUMBIA

Now with F40PH-2 No. 6431 (added at Jasper) and No. 6412, we leave our westward tour with the 18 car VIA No. 1 between CNR Grant Brook, MP31.9 of the Albreda Subdivision and Moose Lake, MP41.6; the train has just crossed Yellowhead Pass at MP 17.6 west of Jasper on the afternoon of 23 August 2009. By mid-morning the next day, the train will arrive at Pacific Central Station in Vancouver.
In 2012, the schedule for VIA’s CANADIAN was reduced from daily departures in each direction to 3 weekly departures in each direction (from Toronto and Vancouver) between 05 May and 16 October and twice weekly from 17 October to 04 May.

No. 1 departs Toronto at 22:00h and arrives in Vancouver on the fourth day out at 09:42h, a trip of 80 hours over 4 days.
A REFURBISHED ‘CANADIAN’

Three F40PH-2 No.’s 6434, 6417, 6421, plus twenty-four cars, including 3 Skyline Domes, Panorama Dome Car 1721 and STRATHCONA PARK on the tail end in the spring of 2012 on VIA’s CANADIAN westbound nearing the end of its run from Toronto. All cars and locomotives are HEP enabled; the 60 year old stainless steel Budd cars have been upgraded; the locos have undergone a major refurbishing and have a new livery (2008-2012). The length is as long as the longest Canadian Pacific Railway trains from the 1950’s. When one looks at this image, the CANADIAN seems to be thriving 60 years after its inception on 24 April 1955!
**VIA’s CANADIAN FLEET TODAY**

Equipment used primarily on CANADIAN

Most equipment, except locos and ‘Panorama’ Dome cars are from the original Budd-built stainless steel Canadian Pacific Railway orders placed in 1953-54; an amazing 155 of the 173 (original) cars are still in service after 60 years!

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Number Series</th>
<th>Notes</th>
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<tbody>
<tr>
<td>53</td>
<td>F40PH-2 Locomotives</td>
<td>6400-6458</td>
<td>Head End Powered</td>
</tr>
<tr>
<td>19</td>
<td>Baggage Cars</td>
<td>8600-8623</td>
<td>13 ex-CPR</td>
</tr>
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<td>43</td>
<td>Coaches</td>
<td>8100-8147</td>
<td>8100-8129 ex-CPR</td>
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<td>16</td>
<td>Skyline Domes</td>
<td>8500-8517</td>
<td>Ex-CPR</td>
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<td>3</td>
<td>Panorama Domes</td>
<td>1720-22</td>
<td>Ex-BCR Northwind</td>
</tr>
<tr>
<td>40</td>
<td>‘MANOR’ Sleepers</td>
<td>8301-8342</td>
<td>Ex-CPR</td>
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<tr>
<td>13</td>
<td>Dining Cars</td>
<td>8401-8418</td>
<td>Ex-CPR</td>
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<td>29</td>
<td>‘CHATEAU’ Sleepers</td>
<td>8201-8229</td>
<td>Ex-CPR</td>
</tr>
<tr>
<td>14</td>
<td>‘PARK’ Dome – Observation</td>
<td>8702-8718</td>
<td>Ex-CPR</td>
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</tbody>
</table>

Notes:

(1) From Via Rail website 04 Mar 2015
(2) Some cars are used in services other than the transcontinental CANADIAN
(3) Some numbers not used in some series (wrecked, retired, sold, etc.)
(4) CHATEAU Sleepers used on CANADIAN only in peak times when not enough MANOR sleepers are available
A LAST LOOK AT VIA’S ‘CANADIAN’

Having left Toronto on 03 Feb 2013, VIA F40PH-2 No.’s 6427 and 6436 in their new livery round the curve with Train No. 1; they are only 5 miles from the final destination at Pacific Central Station in downtown Vancouver, 80 hours, 42 minutes and some 2,775 miles later.

VIA’s fleet of 53 FP40H-2’s were rebuilt from 2008 to 2012 at CAD Railway Industries in Lachine, Quebec, with a new independent 480 volt diesel Head End Power (HEP) generator (in the roof bulge at the rear), a new ‘Renaissance’ livery, new microprocessor controls, an engine stop-start system for fuel efficiency and upgraded air brakes.
VIA No. 1 departs Jasper 11 April 2010 Cor van Steenis Photo

**THE FUTURE OF VIA’s ‘CANADIAN’**

One-way adult fare Toronto to Vancouver: Air Canada $528, VIA upper berth with meals $1,274; the CANADIAN appears to have become a tourist train, for both Canadians and foreigners. Will it survive in its present form or some other form for 60 more years? Only time will tell.

**THE END OF VOLUME 2 - VIA’s ‘CANADIAN’**

**COMING NEXT:**

**THE CANADIAN**

Volume 3: Motive Power & Passenger Equipment

1955 – 2015