

This Month: 65 Years Ago, the *Canadian* and the *Super Continental*

No matter the topic or the occupation of our choice, anniversaries are meant to be observed. And in our particular hobby, it's important to remember how not one but two new passenger trains were inaugurated in Canada on April 24, 1955. Their stories have happy and bittersweet moments but they deserve to be told and remembered.

The *Canadian*, as we know, made an early appearance on 3-rail 0 gauge track but was eventually joined, more recently, by the *Super Continental*.

Pierre-André Rolland

Beanery Talk

Forty Years Ago, the Rock Island Was No Longer a Mighty Good Road

As I wrote on our cover page, anniversaries are to be observed. Some, however, do not call for a celebration. On March 31, 1980, the Chicago Rock Island & Pacific ceased to exist. As we saw in the April 2017 Wheel Report, its history is festooned with feast and famine, starting in 1862 when a legal battle to cross the Mississippi River was won in the US Supreme Court by its attorney, a Mister Abraham Lincoln. The road enjoyed considerable success until the Turn of the Century, when imprudent owners took too many bad decisions that led to bankruptcy in 1915. Recovery came just before the US Government took over the railroad industry during World War I. Despite prosperous years in the 1920's, more questionable management activities left the road unprepared for the Stock Market Crash of 1929. In the midst of the miserable 1930's, a new CEO, John D. Farrington, managed to hold the road together, to the point where it made a profit by 1941. This was followed by two relatively stable and successful decades. In 1964, its last profitable year, the Rock Island found itself with two competitors seeking a merger: the Chicago & North Western and the Union Pacific. It took the US Government's Interstate Commerce Commission a full ten years before finally approving a merger with the UP. But the UP declined, stating that the merger was no longer of interest. By 1975, the Rock Island was again in receivership. This time, efforts to bring the railroad back to profitability were in vain. The final blow was a massive strike by two unions in 1979. The ICC ordered other railroads to run Rock Island trains but decided not to extend the order beyond March 1980. A few weeks later, the Rock Island was no more.

Footnote: the song "The Rock Island Line", created by Afro-American Rock Island Railroad employees in 1929, was eventually performed by dozens of artists, including individual versions by all four members of... the Beatles.

New Product Announcements

Atlas O CN pickup

A few months ago, Atlas started a line of "1/48" vehicles. Prices, not unexpectedly, are not very "budget-worthy", if you know what I mean. A recent announcement, however, may cause some to take a second look at this 1973 Ford F100 pickup truck with CN markings. Trust Atlas to make this a credible-looking piece and for US\$29.95, I would certainly hope so. You be the judge.

MTH Uncatalogued "Election" ES44AC and Matching Caboose Sets

I wonder to what extent Mister Bellfroy will be inundated with pre-orders for these uncatalogued MTH locomotive/caboose sets. The ES44AC is equipped with all the light effects found on GEVO diesels, including flashing battery charging lights, and sound files with recordings of statements by the two candidates. When you order these, don't forget to also order the two election handcars that were announced earlier.

Arrivals

MTH Premier Ontario Northland SD40-2

This very nice diesel was in the 2019 Vol. 2 catalogue. It's the fourth MTH Ontario Northland diesel and, as was the case for previous ones, paint and lettering are superbly done. I'm not sure about the horn, though. My two MTH ONR units don't have the familiar "Canadian" horn but they do sound nice and are even intriguingly different.

Again, upwardly creeping MTH prices and the recently tumbling Loonie make this a costly purchase, but this good-looking Canadian engine may very well be a satisfying acquisition, despite the cost.

April 24, 1955:

Two New Canadian Transcontinental Trains Make Their First Runs

The CP Canadian

The CN Super Continental

It must have been around Christmas 1954. We were going to Montreal for Holiday family gatherings. Making our way to our train in the old Ottawa Union Station, I noticed something different on our CPR train: a silver-coloured coach. In my ten-year-old mind, I chuckled at the thought that the CPR might be buying "Lionel" passenger cars. But I soon learned that these passenger cars would be part of an all-new train going right across the country. A few months later, we were out on a Sunday drive and my father stopped the car on St. Joseph Boulevard near the Hull Armouries. Across an open field, we had an unobstructed view of the CPR line. I immediately put two and two together: was my Dad a closet railfan or did he just know I liked trains? Sure enough, there it was: a pair of maroon and grey diesels pulling a whole consist of those silver cars. It was Sunday, April 24, 1955. I saw the westward *Canadian's* inaugural run.

I later learned that, in addition to the spiffy *Canadian*, another new long-distance train, the *Super Continental*, had been launched by the CNR. Various comments included unkind remarks about how the CNR train was not nearly as good-looking as the CPR's. Was the more subdued *Super Continental*, operated by a Crown Corporation, a reflection of more conservative budgeting by President Donald Gordon, since the *Canadian* probably cost a lot more money? Again, my ten-year-old mind decided that grownups were often fussing too much over silly things, such as the cost of passenger trains...

Several decades later, I still think that some grownups, especially reporters and politicians, still fuss too much over silly things... But I did learn more about how we ended up with two new cross-Canada passenger trains, a little over a decade before Boeing 707's and Douglas DC8's stole their show.

The Canadian: Last of Its Breed?

In retrospect, it appears that the CPR *Canadian* arrived at the end of the streamliner era. When those stainless steel cars were delivered by Budd, very few other significant orders were in the books. One exception was the Santa Fe which was buying two-level cars for its El Capitan, the all-coach companion to the all-sleeper Super Chief, in 1956.

The so-called streamliner era was born as Allied Forces began to push back the Germans, in 1944. A Mister C.R. Osborne, Vice-President at General Motors, was on board a GM diesel leading a freight train to the US West Coast. Osborne enjoyed viewing the railroad from the diesel engine cab and the caboose cupola and thought that this could be an added attraction for passengers if they could see the railroad from such vantage points. Upon return to GM headquarters near Chicago, Osborne launched a project to fabricate a prototype passenger car with a glass-enclosed upper level section, obviously more elegant than on a caboose. In his enthusiasm, he made the design specifications

and blueprints available free of charge to any company in the rail industry. The first railroad to show interest was the Chicago, Burlington & Quincy. The road added a dome to a streamlined coach and, after various tests, went on to place an order with Budd for such cars, in 1945.

Concurrently, GM was seeking ways to promote its new passenger diesel, the E7, which was not permanently coupled to any passenger equipment, contrary to pre-WWII articulated streamliners. Osborne's dome car concept turned into a demonstrator train for the E7. Four stainless steel cars: coach, diner, sleeper and lounge/observation, were built by Pullman-Standard. I was not able to establish exactly why GM did not work with Budd on this project. In any event, the GM "Train of Tomorrow" was unveiled in Chicago on May 28, 1947. A few days later, on June 3, it began a 28-month demonstration tour of the US... and Canada.

Between September 1 and September 8, it visited Eastern Canada for the first time when it was exhibited at the

CNE in Toronto. It made its second trip to Eastern Canada between September 22 and October 30, 1948, visiting London, Ottawa, Oshawa, Toronto, Hamilton, St. Catharines, Stratford, Chatham and Windsor, Ontario, as well as Montreal, Quebec City and Sherbrooke. It was during one (or both) of these Canadian visits that the train must have been inspected by CPR Vice-President Norris Roy "Buck" Crump, who had been intrigued by news about spectacular new trains being announced by American railroads.

Mr. Crump travelled to the US and rode trains such as the *20th Century Limited*, the *Empire Builder* and the Santa Fe *Super Chief*. But the train that made a strong impression on him was the Chicago-Oakland *California Zephyr*. This train, jointly operated by the Burlington, the Denver Rio Grande and Western and the Western Pacific, featured matched consists of stainless steel coaches, sleepers, diner and lounge, many with domes, all built by the Budd Company of Red Lion, Pennsylvania. The cars had been delivered to the three participating roads in 1949 and the train caused a sensation in the US, including a 21-page article on its inaugural run in the November 1949 Railroad Magazine.

The route followed by the *California Zephyr*, across the Colorado portion of the Rocky Mountains, probably led Mr. Crump to visualize a similar train traversing the Canadian Rockies in Alberta and BC.

In 1953, the CPR announced that an order had been placed with Budd for a fleet of 155 cars that would equip a new transcontinental train. The order was later increased to include 18 baggage cars for a total of 173 cars.

The first sleeper, *Chateau Bienville* and the first dome observation, *Banff Park* (well, well) were delivered in 1954. *Chateau Bienville* arrived in Montreal as part of a Delaware & Hudson passenger train from New York.

As more cars arrived, the CPR added them to its regular trains to break them in and allow crews to become familiar with them. The cars could be seen in Ottawa-Montreal trains as well as in Ottawa-Toronto pool trains, on which they were even mixed with ... CNR equipment.

One day in Montreal, I heard a story about how the CPR contacted Lionel and ordered a fairly large quantity of observation cars. Not only that. The CPR also ordered domes as separate parts from Lionel to build its own 0 gauge dome observation cars, as Lionel observation cars did not come with domes. Somehow Lionel never took the hint that they might try this themselves...

The modified cars were sent to many CP stations and displayed as a preview of the new train to come.

The *Canadian*, right on schedule, left its Montreal, Toronto and Vancouver terminals on Sunday, April 24, 1955. The train originating in Montreal was No. 1 and the Toronto train was No. 11. The two trains were combined in Sudbury, Ont. Similarly, for the eastbound run, No. 2 would arrive in Sudbury from Vancouver. After more switching, No. 2 would

proceed to Montreal while No. 12 would leave for Toronto.

In its early years, the Budd cars were joined by, of all things, heavyweight cars. These were former CP tourist sleepers, with spartan overnight berth accommodation, that were "disguised" to look streamlined, with fluted stainless steel cladding. After about ten years, they were quietly retired.

From that first day in 1955, I often tried to catch a glimpse of the *Canadian* going through Hull. One night, for the first time, I noticed the roof-mounted oscillating light on the lead A unit and the icicle breakers used to protect the domes in tunnels in the Rockies.

In 1967, studying in Montreal resulted in regular weekend travel... by train. At first, I would use CN's *Super Continental* (more on that later). But after the Holidays, my class schedule changed so that I could leave Montreal on Friday afternoons... yes, on the *Canadian*. Twelve years after its inaugural, service on board was still impeccable. If CP worried about automobile and air travel, it never expected expressways and four-engine passenger jet aircraft. Moreover, with its Canadian Pacific Airlines subsidiary, the railroad was flying its own aircraft, in direct competition with its trains!

The Canadian Government at the time, in the last years of Lester B. Pearson's tenure as Prime Minister, developed a formula under which Canadian railroads could receive a major portion of losses incurred by its passenger services. This arrangement ended up buying time for many trains such as the *Canadian*. Nevertheless, CP had seriously decreased its schedules to the point where its network was down to the *Canadian*, the *Atlantic Limited* to St. John N.B., and a handful of feeder lines, most often protected by Budd RDC's. Motive power assigned to the train was not always comprised of the familiar GM F units. MLW FA's, especially in the East, sometimes took the lead while out West, GP9's were mixed into the locomotive lashups, and occasionally took the lead. In 1968, the *Canadian* acquired the new corporate colours and the new name, CP Rail. With its snappy red locos with white safety stripes and its Budd cars neatly trimmed with red letterboards, the *Canadian* took on an interestingly contemporary look that was rather well-received... by those still interested in passenger trains. By the 1970's, the railroad industry had lost much of the prominence it once had. While everyone was excited by news of what would be the largest commercial aircraft ever made, the Boeing 747, railroads made other types of news, such as the Penn Central bankruptcy and the advent of an organization to relieve US railroads who wanted out of rail passenger service (Amtrak).

In the late 1970's, CN spun off its passenger operation into a separate Crown Corporation, VIA Rail. Soon it was learned that VIA would not only manage ex-CN passenger trains, but CP's as well. The *Canadian* was conveyed to a new owner and was soon wearing yet another paint scheme, going from red striping to blue.

Efforts to rationalize operations resulted in changes that were not always successful. For a while, the *Canadian* no longer served Montreal. A separate nameless Montreal-Ottawa-Sudbury train made connections with the single Toronto-Vancouver train. By late 1979, the Montreal section was reinstated, but on November 14, 1981, the Liberal Government, with Jean-Luc Pepin as Transport Minister, initiated a wide-ranging program of VIA Rail cuts. But the *Canadian* survived.

In 1984, when Brian Mulroney was elected, his campaign promise to reinstate some of the trains cut by the Liberals was kept and implemented. But five years later, it was the Conservatives' turn to frown on VIA Rail. Some railfans cringed when they heard the PM talk about VIA Rail trains in menacing terms: "Use'em or lose'em!" Despite long lineups in stations, it was obvious that more cuts were coming. The announcement was made by Transport Minister Benoit Bouchard in October 1989. Among the trains to be cut: the *Canadian*.

The Super Continental: Conservative Runner-Up

As we saw in the September 2019 Wheel Report observing its 100th Anniversary, the Canadian National Railways, born of a ragtag assemblage of poorly planned and largely bankrupt rail lines, spent much of its time struggling to catch up to private-sector rival Canadian Pacific. Of the several men who were called upon to lead the CNR, Sir Henry Thornton and Donald Gordon proved to be very competent managers. But their efforts to run the far-flung system as efficiently as possible were often thwarted by nearly constant political intervention. Elected officials often made irrational demands for services in areas where they would not pay their way, as well as questioning any and all decisions made by the CNR over ridiculously minor issues such as increases in the cost of meals, cleaning toilets, etc.

While the CNR faced a situation very similar to the CPR's after WWII, the strategy adopted to update its passenger service was totally different from the CPR's. You may recall the story of CNR President Donald Gordon in our March 2004 Wheel Report. Gordon arrived at CNR in 1950. In March 1952, an announcement was made that CNR was overhauling its passenger fleet by ordering 359 new cars. These would include 218 coaches made by Canadian Car & Foundry in Montreal, while 141 cars, including sleepers, parlours and diners, were ordered from Pullman-Standard in the US. The cars would be all of conventional, smoothside design. The plan was to re-equip all mainline service, including the Montreal/Toronto-Vancouver *Continental Limited*. When news of the *Canadian* began to spread, the CNR undertook plans for a second, faster transcontinental train that would benefit from new equipment and new diesel locomotives being ordered at the time. Borrowing a page

During the last runs of the *Canadian* that began January 15, 1990, crews and many of the most faithful fans of the train promised themselves to make it a classy and memorable event. But things did not go that well. The news media came on board the last trains and their obnoxious demands for "firsthand comments" and "human interest" stories resulted in passengers feeling harassed. Crews had to confront the media and order them to cease and desist. Unscrupulous railfans on board started to rip off various objects such as car nameplates, cutlery, etc. Not long after leaving Ottawa, the westbound connecting train hit a pickup truck at a grade crossing and killed both occupants. Across the country, protesters and well-wishers lined the tracks to see the trains for the last time, occasionally creating security issues that delayed the trains. By the time the two eastbound and westbound trains limped into their terminals, their media-hyped runs had been anything but classy and memorable.

Canadians had been upset to lose their trains. But thirty years later, who remembers?

from Santa Fe passenger marketing, the new train was dubbed *Super Continental*. As the well-advertised inaugural date of the *Canadian* drew near, the CNR announced that the *Super Continental* would be inaugurated the same day!

The *Canadian* left Montreal at 1 p.m. The *Super Continental* departed some two hours later, at 3.25 p.m. The CNR not only unveiled its own new train, but also introduced a new passenger livery. Opinions were unanimous that the CN train had nowhere near the panache of the *Canadian*. But the *Super Continental* and its other running mates projected an elegant, albeit conservative, image. CN kept its traditional olive green but added a black lower panel to both locomotives and cars. The gold trim and lettering gave way to a bright yellow. In fact, while the trains were more subdued than CP's, the locomotives with their bright yellow nose set off by green striping ending at their new Maple Leaf herald, might have been seen as looking more dynamic than CPR's... In fact, railfans of the time must have taken note of how the CNR, with this new livery, had joined the ranks of railroads with distinctive colours for its passenger locomotives.

The *Super Continental* suffered from comparison with the *Canadian* for another reason. While the *Canadian*, with its domes and observation car, looked as if had come right out of a toy train catalogue, the *Super Continental* had no domes, no stainless steel sides and no observation car. This, however, did not prevent passengers from enjoying a very comfortable ride in brand new Pullman-Standard equipment. From an operations standpoint, the *Super Continental* was easier to run, especially when a major portion of older passenger cars were repainted in the new

green/black/yellow scheme. Thus the *Super Continental* would be seen arriving in Ottawa with occasional heavyweight sleepers, if more capacity was needed.

Who would have guessed that a few years later, CN trains would steal the spotlight from the CPR. In 1960, CN adopted the new “wet noodle” logo, along with a carefully crafted set of specifications for all rolling stock, including passenger cars. When equipment started appearing in the new colours and graphics, the once dowdy CNR looked like a new railroad. Passenger trains, including the *Super Continental*, were finished in light cream, very dark blue and the new logo in bright red/orange. Locomotives had the now well-known red/orange nose, white logo and black sides with bold, aggressive-looking stripes.

Just as CP was getting disillusioned with passenger trains, CN stepped up the competition with its new image and went after new business with its “red, white and blue fares” which varied according to peak and off-peak travel days. Soon Canada started preparing for its 1967 Centennial Year and, concurrently, Expo 67. Both events were expected to dramatically increase travel to and within Canada. When the Canadian Government started to encourage its citizens to embark on “Centennial projects”, I decided on the one I’d like: travelling to Vancouver by train. And I did, on CN westbound and on the CPR eastbound. I remember waiting for the *Super Continental* to arrive in Winnipeg, where I had made a one-day visit. The old CN Union Station was full of people either waiting for someone to arrive, or others, like me, waiting to leave. That night, in May 1967, it certainly looked as if CN had a lot going for it. But there was more.

West of Edmonton, the *Super Continental* got an extra car, an ex-Milwaukee Road full dome. More and more, CN and CP were on a level playing field.

Sadly, the excitement of 1967 wore off, and with recessions and other crises of the 1970's, train travel was less popular. Air Canada and CP Air had fleets of 727's, 737's, 747's and Lockheed 1011's. Every flight meant more lost revenue for long-distance trains, whose equipment, brand new in the 1950's, was beginning to age.

In 1978, following the formation of VIA Rail as a Crown Corporation, the *Super Continental* was refinished in VIA blue and joined its former rival, the *Canadian*, in the same timetable. Since much of VIA's costs were covered by the federal Government, its operations were much more vulnerable than before to Government intervention. In August 1981, a first round of VIA service cuts, dictated by the Liberal Government then in power, included 20% of all services, including the *Super Continental*.

Public opinion over the cuts was such that the Conservatives, led by Brian Mulroney, promised that if elected, VIA trains would be reinstated. When Mulroney was elected in 1984, the promise was kept. The *Super Continental* returned in 1985, but with a shorter schedule that,

admittedly, made economic sense. It was run as a Vancouver-Winnipeg train. Westbound passengers would board the *Canadian* in Montreal or Toronto. Arriving in Winnipeg, they had a choice of continuing on the *Canadian* to Regina, Calgary and Banff, or transfer to the *Super Continental* which served Saskatoon, Edmonton and Jasper, as it had as a CN train.

Overall, the *Super Continental* had an excellent safety record but this record was blackened on February 8, 1986 when it was hit head-on by a CN freight in Hinton, Alberta, killing 23 people. The accident resulted in extensive enquiries over railway safety.

As it is remembered, especially by railfans, in 1989 it was the Conservative Government's turn to question VIA Rail's operating costs, leading to the announcement, in October, that fifty percent of existing VIA services would be axed. The *Canadian* was to be terminated and a single transcontinental train would offer tri-weekly service on the route of the *Super Continental*.

When the announcement was made, I happened to be on a business trip that took me to Winnipeg that week. One evening, I decided to take one last look at VIA's soon-to-disappear Western trains. I found an excellent spot just west of Union Station and saw the westbound *Super Continental*. By that time, the standard motive power lashup for most VIA trains was a single F40 (which had the same power as a pair of F's) and a steam generator car. This was followed by baggage, coaches, diner and sleepers. Rolling stock was a mix of smooth-side former CN and stainless CP cars. I cannot recall if the *Super Continental* had a dome car but I do remember it did not have an observation.

My fondest memories of the *Super Continental*, in addition to riding it to Vancouver, include riding it between Montreal and Ottawa when I studied in Montreal, and later when my business travelling included Montreal. Between 1965 and 1975, the *Super* would leave Montreal at 5.10 PM and arrive Ottawa at 7.20. For this first leg of its long journey, the usual consist of Montreal/Ottawa cars, i.e. two coaches, parlour and diner, would be added to the *Super*, resulting in an even longer and more impressive train. On Friday nights, the Ottawa diner was so busy that we had to stand in line for a seat, not sure if we would have time for a meal before arriving in Ottawa. One night, I decided to walk through the diner and see if there was another car serving food. Sure enough, the long-distance diner was empty and the staff was only too pleased to get early bird customers!

I recall having this fine diner nearly all to myself and enjoying hearty helpings of Swiss Steak or scallops in cream sauce, followed by a wedge of very thick fruit pie, baked onboard... that afternoon?

Who knows, but bless me, this was pleasant, riding and dining on the *Super Continental*.

Today's VIA Rail Canadian For How Long?

The *Canadian* still exists. Barely. The Budd cars and the name survive... on CN tracks, on a thrice-weekly schedule since the Conservative “cuts” were implemented in January 1990. More recently, the frequency was further cut to twice a week in off-season months. Moreover, it was often delayed by increasingly longer CN freight trains. Oddly, it still had consists of nearly 20 cars, pulled by two or three 3000-hp F40 diesels. Train occupancy was reported to be very high at times.

The cars are into their second refurbishing. The first one was in 1986 when VIA expressed the hope of re-equipping the *Canadian* with bi-level Superliner cars. The late John Crosbie, who was then Transport Minister in the Conservative Cabinet, refused to approve VIA's request and recommended that existing cars be refurbished.

VIA cars now being restored are losing their pretty blue stripe and instead are getting a very dark green, almost black stripe, presumably to better match the current VIA diesels, which themselves are also being repainted in a totally different livery (go figure). Ironically, MTH produced VIA cars with a dark green stripe and Superliner cars in 2003 (see page 12).

As we are sadly aware, the current pandemic has caused many transport enterprises to cut their services. VIA has reduced Quebec-Windsor service but the *Canadian* and the *Ocean Limited* have ceased operation. For how long? On February 25, during the First Nations rail blockades, National Post columnist Chris Selley penned an article entitled “Let's Kill the *Canadian*, surely the First World's most dysfunctional train”.

As Doris Day sang many decades ago, “The future's not ours to see”...

Canadian Transcontinental Trains on 0 Gauge Tracks

We all know when and where it began, don't we? It was on pages 30 and 31 of the 1957 Lionel catalogue. Ironically, US dealers may have sold more of the other set on those pages with the 646 Hudson we discussed last month. There have been all sorts of articles - and rumours - about the CP set and I don't think I've read or heard all of them. In any event, the Santa Fe set was back in 1958. Two decades later, collectors declared the CP set to be “rare” and its value shot right up.

But other toy train dealers and manufacturers sensed that the postwar collector phenomenon was emerging, as early as 1971. At the very beginning of the Lionel/MPC years, the product line was predominantly low-end 027 equipment. Would there not be a market for higher-end 0 gauge pieces if they were built new and sold at less than collector prices? Here's what happened in the wake of the “rare” Lionel CP set. The following table includes silver streamlined passenger cars and diesels that would have been assigned to the *Canadian*. A second table will list *Super Continental* equipment.

Year	Company	Comments
1992	Williams	Established 1971, produced variety of “reverse-engineered” (copied) Lionel items. CP 6-car sets: baggage, combine, coach, dome, diner and... dome observation.
1992	Weaver	CP 5-car set: baggage, 2 coaches, dome, observation (without dome). Add-on 2-car sleeper-diner set F7 AA set, “TruSounds”; block roadname a bit too large.
1994	MTH	Premier F3 AA set, horn or ProtoSound, add-on dummy B
1998	MTH	Premier add-on powered F3 B unit for 1994 AA set
1998	Williams	F7 AA set, nicer script lettering, horn.
1999	Lionel	Postwar Celebration Series CP set: A-A F3's with TMCC, 3 domes, observation Add-on 2-car baggage-diner set, add-on powered B, RailSounds B
1999	MTH	Dealer Appreciation set, copy of original postwar set; add-on 2-coach set, 2003
1999	K-Line	F7 AA set, 15" and 18" aluminum cars, 4-car set, Pullman-dome-diner-dome observation 2-car set Blair Manor-Craig Manor, separate baggage car. BEST-LOOKING “0” CARS EVER.
2000	MTH	Premier 5-car set, baggage-coach-coach-Sibley Park observation; add-on Carlton Manor sleeper-Champlain diner, add-on full dome.

2001	MTH	Premier FA-2 ABA set, ProtoSound 2.0
2004	Williams	Golden Memory Series imitation Lionel 1957 set F3 AA-3 domes-1 observation 3-car add-on set 2530 baggage-Blair Manor-Craig Manor
2005	MTH	FA-2 AA, power & dummy, ProtoSound 2.0. Add-on dummy B unit.
2005	MTH	RailKing F3 ABA, lead A unit powered, ProtoSound 2.0.
2005	MTH	RailKing 4-car set Mountain View observation, correct name for ex-NYC car used in Ottawa-Toronto pool train; 2-car add-on Blair Manor sleeper- Empress diner, add-on coach, add-on full dome
2005	MTH	RailKing 4-car set Eastview observation (?) 2-car add-on Chateau Lévis sleeper- Selkirk diner, add-on coach, add-on full dome
2005	MTH	Premier E8 ABA set, both A units powered ProtoSound 2.0. Add-on dummy B unit.
2005	MTH	Premier 5-car set, Seaview observation, correct name for ex-NYC car used in Ottawa-Toronto pool train; add-on Chateau Radisson sleeper-Princess diner, add-on full dome.
2008	MTH	Premier F7 ABA set, both A units powered ProtoSound 2.0. Add-on dummy B unit.
2009	MTH	RailKing E8 AA, power & dummy, ProtoSound 2.0. Add-on dummy B unit.
2009	MTH	RailKing 4-car set River View observation (?); 2-car add-on Chateau Laval sleeper- Louise diner, add-on coach, add-on full dome
2010	Lionel	“Postwar Scale” F3 AA, powered B, 18" aluminum cars 4-car set Blair Manor-Craig Manor-dome-Banff Park observation Add-on 2-car set baggage-dome
2010	MTH	Premier CP Rail E8 ABA set, add-on dummy B unit, ProtoSound 2.0 5-car set, Banff Park observation, 2-car add-on Chateau Viger sleeper, Frontenac diner second 2-car add-on Cabot Manor sleeper, baggage Add-on full dome, add-on baggage/RPO
2011	3 rd Rail	FP7 AA, TMCC, CPR maroon/grey only, not made in CP Rail or VIA Rail
2011	Golden Gate Depot	8-car set, Baggage/Dormitory, 60-seat day coach (2), Skyline dome/coffee shop/coach, Diner, Manor sleeper, Chateau sleeper, Dome observation. 2-car add-on set, dome-coach, 2-car add-on set Manor and Chateau sleeper Three liveries: original CPR, CP Rail, VIA Rail
2011	MTH	RailKing CP Rail E8 AA, add-on B unit, 4-car set, 2-car add-on Chateau Viger sleeper, Frontenac diner, add-on coach, add-on full dome.
2013	Lionel	RTR set, FT A, short plastic 027 size cars coach-dome-observation. Add-on 2-car baggage-diner set cancelled
2015	MTH	RailKing F3 ABA set, lead A unit powered, ProtoSound 3.0.
2015	MTH	RailKing 4-car set, baggage-coach-dome- Annapolis Royal (??)observation; 2-car add-on Blair Manor sleeper- Fairholme diner, add-on coach, add-on full dome
2019	Lionel	FA-2 AA, powered B, Legacy, sound-equipped B 21" plastic 4-car set baggage-coach-coach-dome observation Add-on 2-car set baggage-coach, add-on StationSounds diner

The *Super Continental* arrived much later in 0 gauge and equipment offered has not been nearly as plentiful as was the case for the *Canadian*. In any event, what I could find starts on the next page. CNR cars are green/black; CN cars are post-1960 black/white.

Year	Company	Comments
199?	Williams	CNR 60' Madison cars, incorrect shade of green, probably made in 1994.
2001	MTH	RailKing CNR E3 AA, add-on dummy B unit; CNR did not have E3's, incorrect paint scheme.
2001	MTH	RailKing CNR fluted side streamline 4-car set, baggage-coach-dome-observation 2-car add-on set, sleeper/diner, add-on coach, add-on full dome, did not exist in green/black.
2001	MTH	Premier CNR smoothside streamlined 5-car set, 2coaches, baggage, dome, observation 2-car add-on set, sleeper/diner; add-on full dome, did not exist in green/black (as above). CNR 4-8-2 6060 "Bullet Nose Betty", may not have often pulled the Super Continental.
2002	MTH	Premier CN FM C-Liner ABA set; not used often on Super Continental
2002	MTH	Premier CN 5-car smoothside streamline, 2 coaches, baggage, dome, observation 2-car add-on set, sleeper/diner; add-on full dome, correct for Super Continental.
2003	MTH	Premier CNR smoothside streamlined 5-car set, 2coaches, baggage, dome, observation 2-car add-on set, sleeper/diner; add-on full dome, did not exist in CNR green/black scheme. F3's in same catalogue did not have black lower panels.
2004	Weaver	CNR Pullman-Bradley 85' coaches, sometimes called "American Flyer Cars". CNR had a few.
2006	MTH	RailKing CNR heavyweight (Madison) 4-car set: 2 coaches, RPO, observation 2-car add-on set, combine/diner, add-on coach. Heavyweight cars were used on Super Continental. 4-6-2 "Crusader" steam loco in same catalogue, vaguely resembles CNR 6400 but may not have been assigned to pull the Super Continental.
2006	MTH	Premier CNR F7 ABA set; black lower panels added after "customer and dealer comments".
2007	MTH	RailKing CN F3 ABA ProtoSound 2.0; sound file by Jacques Beaubien
2007	MTH	RailKing CN fluted side streamline 4-car set, baggage-coach-dome-observation 2-car add-on set, sleeper/diner, add-on coach, add-on full dome
2007	MTH	Premier CNR heavyweight (Madison) 5-car set: 3 coaches, baggage, observation 2-car add-on sets, combine/diner, baggage/coach, add-on RPO.
2007	MTH	Premier CN smoothside streamline 5-car set, ex-Milwaukee "Skytop" observation 2-car add-on sets, sleeper/diner, baggage/coach; add-on full dome, add-on RPO
2008	MTH	Premier CN F3 ABA set, add-on dummy B unit
2008	Weaver	CNR 20" aluminum smooth-side 5-car sets: baggage-coach-diner-sleeper-observation.
2013	MTH	Premier CN FA-2 ABA ProtoSound 3.0; add-on dummy B unit
2014	MTH	RailKing CN fluted side streamline 4-car set, baggage-coach-dome-observation 2-car add-on set, sleeper/diner, add-on coach, add-on full dome F3 ABA set in same catalogue did not have black lower panel.
2015	MTH	Premier CN smoothside streamline 5-car set, 3 coaches, baggage, observation 2-car add-on sets, sleeper/diner, baggage/coach, add-on RPO, add-on full dome F7 in same catalogue has modified 1975 scheme

2017	MTH	RailKing CN fluted side streamline 4-car set, baggage-coach-dome-observation 2-car add-on set, sleeper/diner, add-on coach, add-on full dome Reissued streamlined “Crusader” steam loco in same catalogue
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Apart from 3rd Rail’s very high-end passenger car set (mentioned on page 10) , only MTH has offered VIA Rail equipment until now.

Year	Product Line	Description/Comments
2003	RailKing	Genesis, LocoSound or PS2.0, correct green scheme
2003	RailKing	4-car streamline set, baggage-coach-dome-observation. Add-on 2-car set, sleeper-diner, add-on coach, add-on full dome. “Prophetic” dark green stripe, presumably to match Genesis diesel.
2003	Premier	4-car Superliner set, imaginary “what might have been” paint scheme, 2-car add-on coach set
2005	RailKing	Genesis, Horn/bell, PS2.0 or unpowered
2005	RailKing	4-car streamline set, baggage-coach-dome-observation. Add-on 2-car set, sleeper-diner, add-on coach, add-on full dome. Very odd non-existent scheme with lower yellow/blue body stripes. Mister Bellfoyl, have you ever seen these?
2005	Premier	F40PH “Kool Aid” PS2.0, powered and dummy units sold separately.
2007	Premier	F40PH “Operation Lifesaver”, PS 2.0, powered and dummy units sold separately
2007	Premier	F40PH “Home Hardware”, PS 2.0, powered and dummy units sold separately
2007	Premier	5-car fluted-side set: baggage, 2 coaches, dome, observation. Add-on 2-car sets sleeper/diner, baggage/coach, add-on full dome, add-on RPO. Incorrect yellow/blue “corridor” stripes on “Canadian” consist; should be only blue stripes.
2008	Premier	F40PH, correct 1986 paint scheme, PS2.0, powered and dummy units sold separately.
2008	Premier	5-car fluted-side set: baggage, 2 coaches, dome, observation. Add-on 2-car sets sleeper/diner, baggage/coach, add-on full dome, add-on RPO. Correct single blue letterboard stripe.
2010	Premier	Genesis, PS 2.0 correct green scheme, powered and dummy units sold separately.
2013	Premier	Genesis, PS3.0, same as above.
2013	Premier	5-car fluted-side set: baggage, 2 coaches, dome, observation. Add-on 2-car sets sleeper/diner, baggage/coach, add-on full dome, add-on RPO. Correct single blue letterboard stripe, same as 2008 set, different car names, numbers.
2016	Premier	F40PH, PS3.0, correct green scheme with new slogan “A Green Choice”.
2016	Premier	5-car fluted-side set: baggage, 2 coaches, dome, observation. Add-on 2-car sets sleeper/diner, baggage/coach, add-on full dome, add-on RPO. Correct single blue letterboard stripe, same as 2008 set, different car names, numbers.