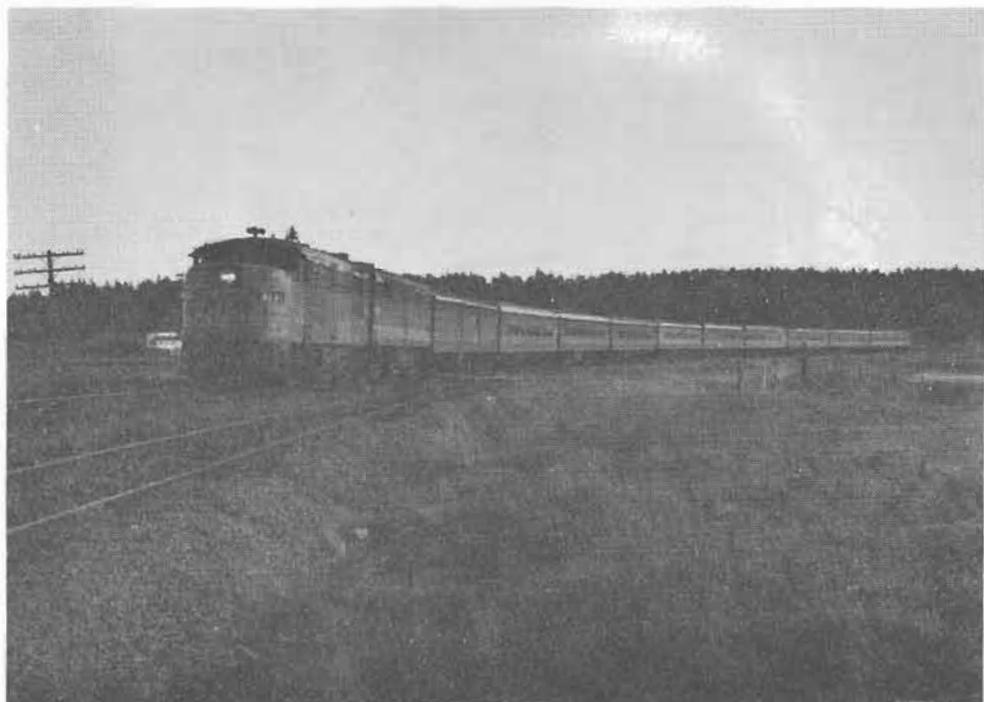


Canadian Rail



No.367
AUGUST 1982





THE "OCEAN" IS NOW THE ONLY PASSENGER TRAIN BETWEEN central Canada and the Maritimes. This fine view of the "Ocean" was taken from the rear of the last No. 11 as the two trains passed at Aulac N.S. on the afternoon of November 14 1981.



CANADIAN RAIL

ISSN 0008-4875

Published monthly by the Canadian
Railroad Historical Association
P.O. Box 148 St. Constant P.Q.
JOL 1X0

EDITOR: Fred F. Angus
CO-EDITOR: M. Peter Murphy
OFFICIAL CARTOGRAPHER: William A.
Germaniuk

LAYOUT: Michel Paulet

CALGARY & SOUTH WESTERN DIVISION
60-6100 4th Ave. NE
Calgary, Alberta T2A 5Z8

OTTAWA
BYTOWN RAILWAY SOCIETY
P.O. Box 141, Station A
Ottawa, Ontario K1N 8V1

NEW BRUNSWICK DIVISION
P.O. Box 1162
Saint John,
New Brunswick E2L 4G7

CROWSNEST AND KETTLE-VALLEY DIVISION
P.O. Box 400
Cranbrook, British Columbia
VIC 4H9

PACIFIC COAST DIVISION
P.O. Box 1006, Station A, Vancouver
British Columbia V6C 2P1

ROCKY MOUNTAIN DIVISION
P.O. Box 6102, Station C, Edmonton
Alberta T5B 2N0

WINDSOR-ESSEX DIVISION
300 Cabana Road East, Windsor
Ontario N9G 1A2

TORONTO & YORK DIVISION
P.O. Box 5849, Terminal A, Toronto
Ontario M5W 1P3

NIAGARA DIVISION
P.O. Box 593
St. Catharines,
Ontario L2R 6W8

ST. LAWRENCE VALLEY DIVISION
P.O. Box 99
Ste. Dorothée, Quebec H7X 2T4

FRONT COVER

THE TRAINMAN PLACES THE MARKER LAMP on the last car of C.P. Rail "Atlantic Limited" at Windsor station, Montreal on Saturday October 27 1979. This was the last run of this train as a C.P. train before VIA Rail took over next day and shifted the Montreal terminus to Central Station.

Canadian Pacific photo No. E4481-4.

INSIDE FRONT COVER

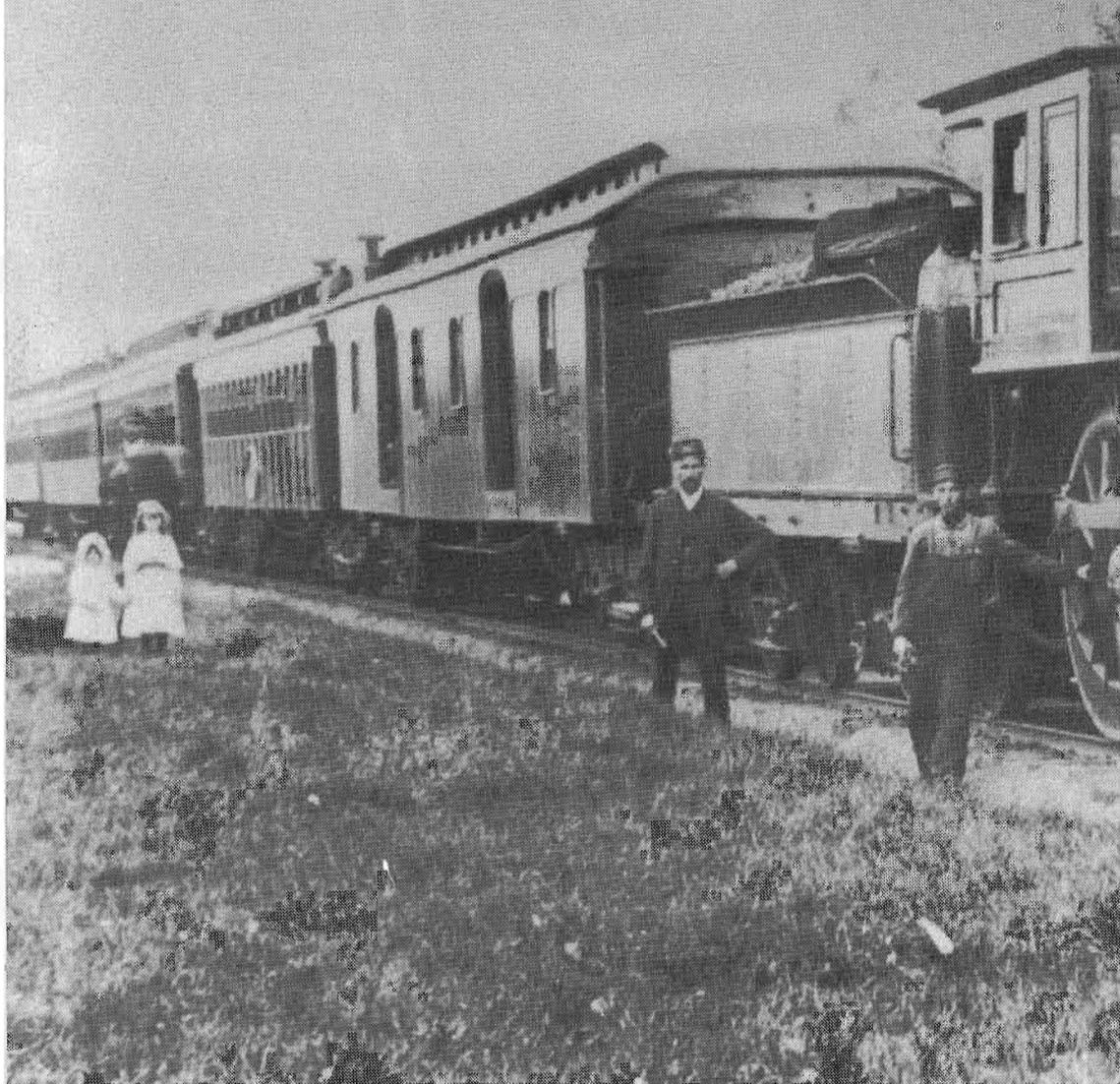
THE FIRST RUN OF TRAIN No. 11, the Westbound "Atlantic" is seen at Aulac N.S. on Sunday October 28 1979. This train, linking Halifax with Montreal via Saint John, lasted for just over two years before being discontinued on November 15 1981.

Photo by David Morris.

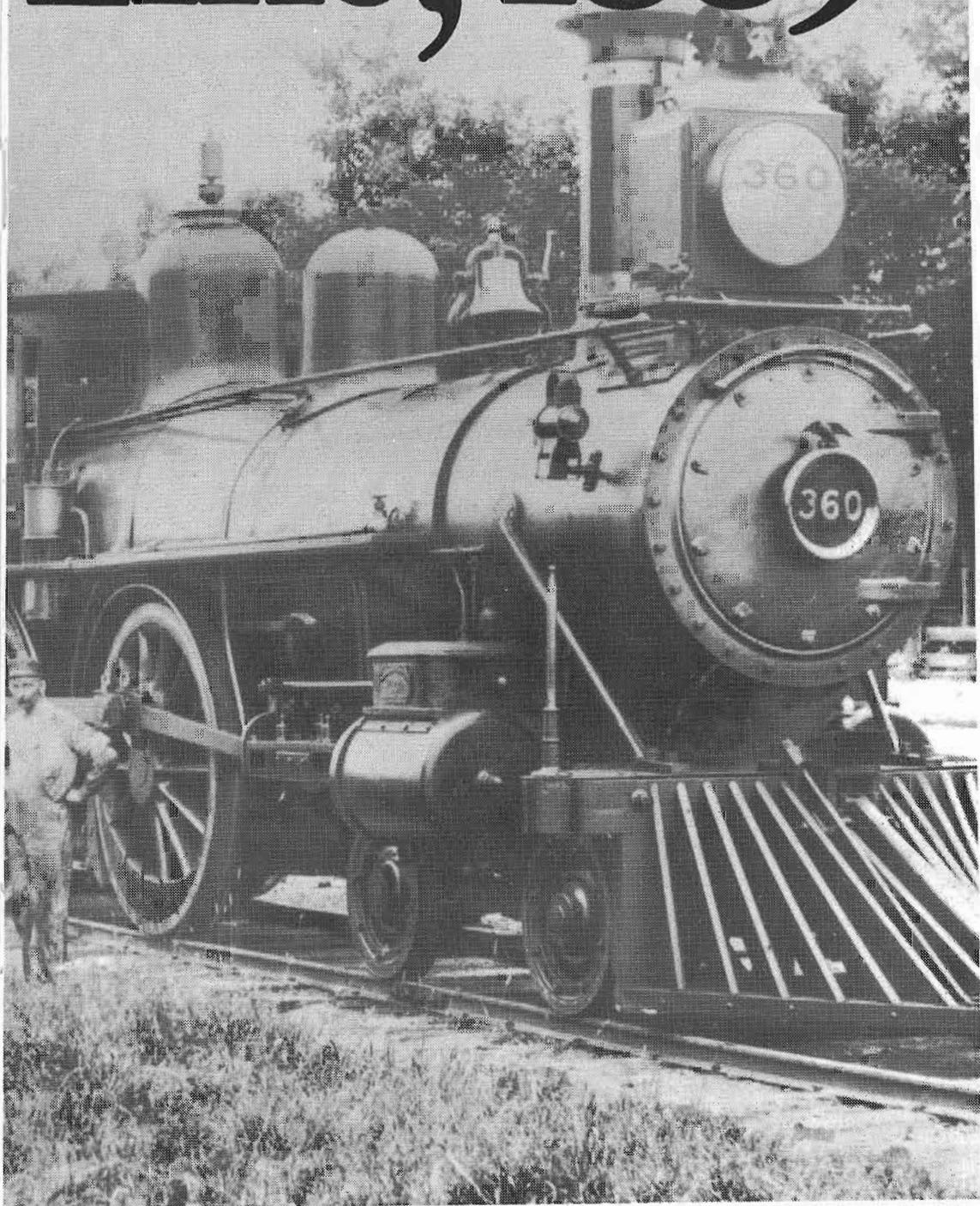
The Short

In 1839 Canadian Pacific's "Short Line" through northern Maine opened and inaugurated through overnight service between Montreal Que. and Saint John N.B. The first train was hauled by engine 360 between Megantic and Brownville Junction, and here we see that engine on the train probably within a month of the opening. This is how the service began, and in this issue of Canadian Rail we will see how it ended, in a nostalgic look at the "Atlantic Limited" during its last fifteen years of service.

Canadian Pacific photo No. 23721.



Line, 1889



Requiem for the "ATLANTIC"

BY FRED ANGUS

Photos, unless otherwise noted, are by David Morris.

BORN JUNE 2 1889

DIED NOVEMBER 15 1981

AT THE AGE OF NINETY-TWO YEARS

FAST CONVENIENT OVERNIGHT PASSENGER SERVICE
BETWEEN MONTREAL AND SAINT JOHN NEW BRUNSWICK

Such a notice did not appear in any obituary column, but the sentiment was there and the feeling of sadness was, to many, just as profound as it would have been at the death of an old friend. As a sort of requiem, I would like to share with our readers a few personal memories of this great train and its predecessors over a period of more than forty years.

My first trip on the Montreal - Saint John train was at the age of less than one year, and this run then became an annual or sometimes a semi-annual event. I can still recall the sense of adventure on going with my family to Windsor Station and boarding a big red sleeping car with a name such as "NOKOMIS", "NOBLEFORD", "LAKE ERIE", "GLENCAIRN", or "NOSBONSING", and soon being away at a mile-a-minute behind a powerful steam locomotive while resting in a comfortable berth. Once clothing and other paraphernalia was stored in the "fish net" hammock which hung from the wall, one would settle down for a good night's sleep until the next morning we all would be informed that we had actually passed through the United States during the night! Then a fast run along the Saint John River, a thrilling ride across the Reversing Falls, and soon Journey's end in the train shed of Saint John's Union Station.

During the days of World War II there were regularly two trains a day (always known as the "First train" and the "Second train"), and often each ran in two sections with many cars. Even so, space was at a premium and one always had to reserve early to get accommodation. After the war things were a bit less crowded, but the trains still seemed indispensable; I well remember the seriousness of the suspension of service for nine days during the railway strike of 1950. The two daily trains continued until the mid-1950's, and with the "innocence of youth" it never entered my thoughts that all this would someday come to an end.

In 1955 the new modern train "The Atlantic Limited" was introduced. This was diesel powered and had streamlined cars, and its introduction not only marked the end of regular steam service, but also a reduction to one train per day. But the service was speeded up, and some of the

old familiar cars were still in use on the new train, although some were modernized. Even dome cars were now in regular service, and this opened up a whole new vista especially in the Summer when the sun set late and rose early.

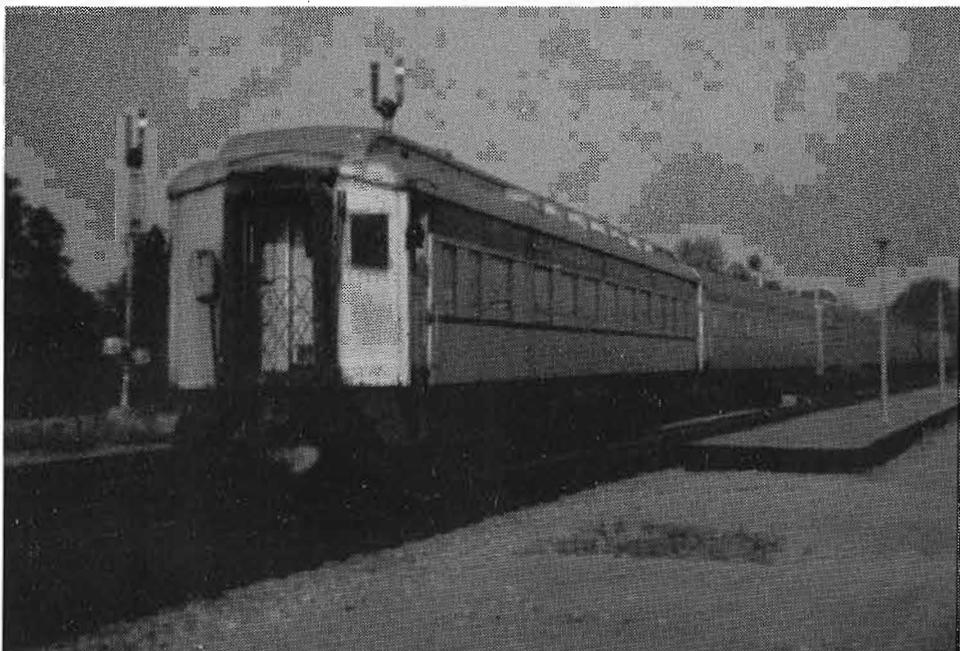
As time went on I began to read up on the history of this run. I read the accounts of the first through train on the "Short Line" through Maine, and of the celebrations that marked its arrival in Saint John on June 3 1889. These were the days, long before my time, which could still be recalled by older people in Saint John. They were the days of 4-4-0 steam locomotives, wooden cars with polished mahogany exteriors, and service second to none. Later, larger locomotives and longer trains came into service, and then around 1920 the steel cars replaced the wooden ones. Much of the equipment of the '20's was still in use after 1950. The time before 1930 was a time of constant improvement, increased traffic, and double daily service, and these days were still clearly remembered by people in the late 1950's.

Then in the 1960's a gradual change set in, at first so slight as to be almost unnoticeable. First the train was a little less crowded, then it was not quite so long, and ominous talk began to be

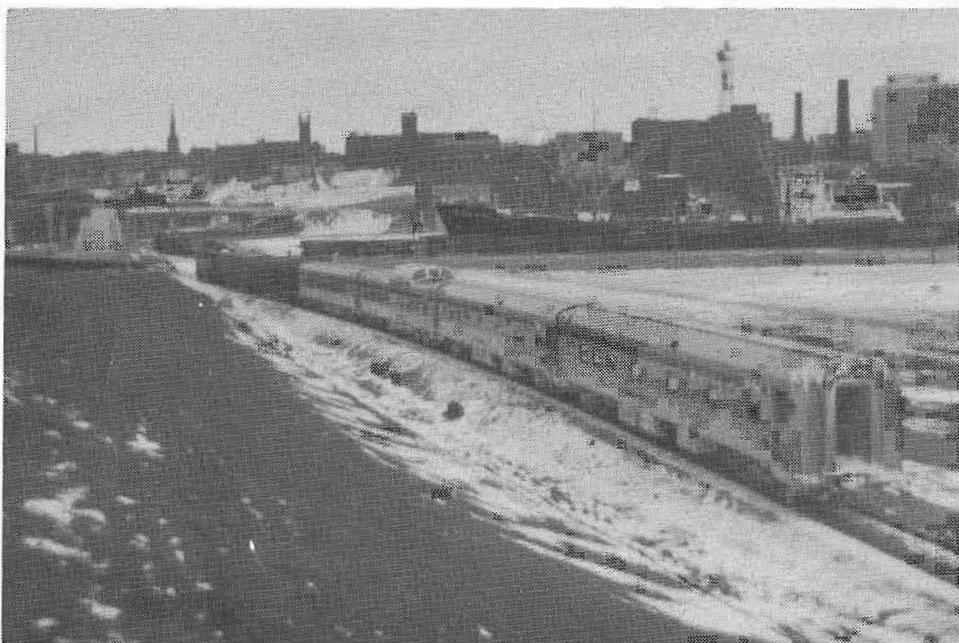
CANADIAN PACIFIC RAILWAY									
SHORT LINE									
BETWEEN HALIFAX, N.S., AND ST. JOHN, N.B., AND MONTREAL.									
READ DOWN.					READ UP.				
Mixed	Sherbrooke Express	Express	Mix.	STATIONS.	Express	Sherbrooke Express	Mixed.		
	5.50 am	7.35 "	10.07 "	788 Halifax	11.20 pm	9.45 "	7.18 "		
	7.35 "	10.07 "	5.50 am	696 Yuro	11.20 pm	9.45 "	7.18 "		
	11.55 am	7.50 pm	8.00 pm	519 Point du Cheval	6.50 am	5.25 pm	2.10 pm		
	11.55 am	7.50 pm	8.00 pm	570 St. John	6.50 am	5.25 pm	2.10 pm		
	4.26 pm	2.25 pm	5.45 pm	437 St. John	12.45 pm	11.20 pm	10.31 "		
	6.20 "	6.20 "	6.20 "	380 Vancloro	10.31 "	10.31 "	10.31 "		
	6.59 "	6.59 "	6.59 "	373 Lambert Lake	10.31 "	10.31 "	10.31 "		
	7.10 "	7.10 "	7.10 "	368 Eaton	10.31 "	10.31 "	10.31 "		
	7.20 "	7.20 "	7.20 "	356 Danforth	10.31 "	10.31 "	10.31 "		
	7.32 "	7.32 "	7.32 "	353 Baneroff	10.31 "	10.31 "	10.31 "		
	7.37 "	7.37 "	7.37 "	350 Wytopitlock	10.31 "	10.31 "	10.31 "		
	7.45 "	7.45 "	7.45 "	348 Meadow Brook	10.31 "	10.31 "	10.31 "		
	7.49 "	7.49 "	7.49 "	345 Crossman	10.31 "	10.31 "	10.31 "		
	8.10 "	8.10 "	8.10 "	338 Kingsman	10.31 "	10.31 "	10.31 "		
	8.27 "	8.27 "	8.27 "	335 Mattawamkeag	10.31 "	10.31 "	10.31 "		
	8.35 "	8.35 "	8.35 "	329 Chester	10.31 "	10.31 "	10.31 "		
	8.50 "	8.50 "	8.50 "	297 Schoon	10.31 "	10.31 "	10.31 "		
	10.35 pm	10.35 pm	10.35 pm	259 Browns Hill	6.40 am	6.40 am	6.40 am		
	11.15 pm	11.15 pm	11.15 pm	250 Orange	6.40 am	6.40 am	6.40 am		
	11.37 "	11.37 "	11.37 "	241 Greenville	6.40 am	6.40 am	6.40 am		
	12.25 am	12.25 am	12.25 am	236 Monsehad	6.40 am	6.40 am	6.40 am		
	12.40 "	12.40 "	12.40 "	218 Long Pond	6.40 am	6.40 am	6.40 am		
	1.05 "	1.05 "	1.05 "	218 Jackman	6.40 am	6.40 am	6.40 am		
	1.35 "	1.35 "	1.35 "	195 Hulet	6.40 am	6.40 am	6.40 am		
	1.43 "	1.43 "	1.43 "	191 Beattie	6.40 am	6.40 am	6.40 am		
	6.30 am	6.30 am	6.30 am	175 Boundary	7.30 pm	7.30 pm	7.30 pm		
	7.00 "	7.00 "	7.00 "	161 Lake Megantic	6.55 "	6.55 "	6.55 "		
	7.20 "	7.20 "	7.20 "	161 Spring Hill	6.55 "	6.55 "	6.55 "		
	7.55 "	7.55 "	7.55 "	151 Marsden	6.55 "	6.55 "	6.55 "		
	8.42 "	8.42 "	8.42 "	137 Scotstown	6.55 "	6.55 "	6.55 "		
	9.10 "	9.10 "	9.10 "	128 Barry	6.55 "	6.55 "	6.55 "		
	9.35 "	9.35 "	9.35 "	128 Cookshire	6.55 "	6.55 "	6.55 "		
	9.50 "	9.50 "	9.50 "	113 Brighton	6.55 "	6.55 "	6.55 "		
	10.12 "	10.12 "	10.12 "	117 Bulwer	6.55 "	6.55 "	6.55 "		
	10.40 am	10.40 am	10.40 am	117 Johnville	6.55 "	6.55 "	6.55 "		
	1.15 pm	1.15 pm	1.15 pm	110 Lennoxville	6.55 "	6.55 "	6.55 "		
	1.37 "	1.37 "	1.37 "	100 Sherbrooke	6.55 "	6.55 "	6.55 "		
	2.45 "	2.45 "	2.45 "	89 Rock Forest	6.55 "	6.55 "	6.55 "		
	4.10 "	4.10 "	4.10 "	78 Massey	6.55 "	6.55 "	6.55 "		
	4.30 "	4.30 "	4.30 "	75 Eastman	6.55 "	6.55 "	6.55 "		
	4.50 "	4.50 "	4.50 "	75 South Stukely	6.55 "	6.55 "	6.55 "		
	5.05 "	5.05 "	5.05 "	70 Posters	6.55 "	6.55 "	6.55 "		
	5.45 "	5.45 "	5.45 "	61 West Shefford	6.55 "	6.55 "	6.55 "		
	6.10 "	6.10 "	6.10 "	54 Adamsville	6.55 "	6.55 "	6.55 "		
	6.25 "	6.25 "	6.25 "	50 Brigham Jc.	6.55 "	6.55 "	6.55 "		
	6.45 "	6.45 "	6.45 "	44 Farnham	6.55 "	6.55 "	6.55 "		
	7.30 "	7.30 "	7.30 "	30 St. Johns	6.55 "	6.55 "	6.55 "		
	8.17 "	8.17 "	8.17 "	5 Montreal June	6.55 "	6.55 "	6.55 "		
	8.30 "	8.30 "	8.30 "	5 Montreal Junc.	6.55 "	6.55 "	6.55 "		
				5 Montreal Junc.	6.55 "	6.55 "	6.55 "		
				5 Montreal Junc.	6.55 "	6.55 "	6.55 "		

† Leaves daily except Saturday. † Will stop only to let off or pick up passengers to or from Montreal or points east of boundary. Train leaves Halifax daily except Sundays, westbound. † Sleeping Cars. † Fly Stations.

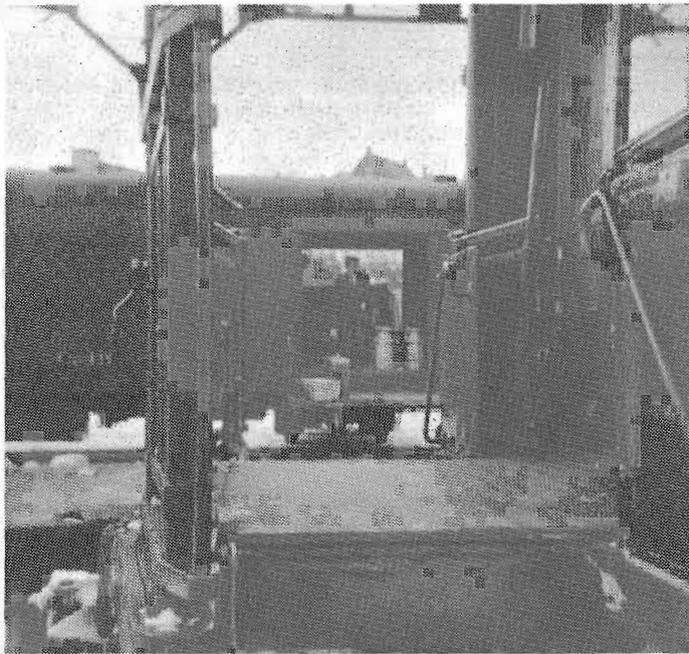
THE FIRST TIMETABLE OF THE SHORT LINE SERVICE. SUMMER 1889.



THE TRADITIONAL CONSIST of the "Atlantic Limited" in the late 1960's is shown by this view of No. 41 on June 26 1969. The heavyweight sleeper on the rear is one of two (TRAVERS and TRING) specially repainted for this service.



THE STAINLESS STEEL CONSIST of No. 42 started on September 23 1969. This view was taken from Saint John viaduct on December 6 1969.



MILK CANS IN CAR 4249 are seen through the platform railing of business car 9 at Union Station, Saint John on December 6 1969.



ON FEBRUARY 19 1970, the first passenger train crosses the new trestle at Bailey N.B. after the flood of February 3 destroyed the old bridge. During the intervening 16 days passengers were bussed between Saint John and McAdam.

of night, to say goodbye to an old friend. I remember especially the elderly lady at Brownville Junction who, with tears in her eyes, declared that the town had suffered a great blow and would never be the same. I remember people pointing out the train to their small children so that in later years those children could say that they had seen the "Atlantic". I recalled my own memories of the days when I too was a small child on this train, and of all the things that have happened since. I realized that this was the end of an almost-unique type of service, but a true example of the cooperation of two great neighbours; a train which started and terminated in Canada but which passed through, and served, the United States.

The next morning, November 15 1981, the train, by now only a passenger extra, arrived at Montreal and the service was terminated. Now there is only one train between central Canada and the Maritimes; the famous "Ocean", formerly the "Ocean Limited". This too is a great train with a very long history, and it provides fine service to Nova Scotia and Northern New Brunswick. But to Southern New Brunswick, especially Saint John and Fredericton, the route is so circuitous that one wonders how many non-rail-enthusiasts will use it. For the time to travel by rail between the largest cities of Quebec and New Brunswick is now eighteen hours, almost exactly the same as it took on the first through train on the "short line" in 1889, and five hours longer than on the "Atlantic" of recent times. Between Montreal and Fredericton the time difference is even worse despite the fact that rail service is now provided direct to Fredericton for the first time in twenty years.

It is no wonder that many people feel that nothing can match the "short line" service. For it was, and is, a true short line. A look at the map shows that the route between Montreal and Saint John does not vary by more than one degree of latitude from a straight line at



ONE OF THE SHORTEST No. 42's on record was this coach-only train leaving Fredericton Junction on April 5 1971. The reason was a possible engineer's strike set for noon that day

any point in the entire 480 miles! Perhaps the fight for better train service is not over yet; one of the major opposition political parties has declared the restoration of VIA service to be part of its policy. It may be a vain hope, but one can always dream that some future more enlightened government will see fit to resume passenger service to the Maritimes by this direct route and so help, in a truly tangible way, to unite this country of Canada.



ALCO 4097 HEADS No. 42 at the lower switch at Dever Road in Saint John on March 21 1972. Note the absence of the beaver shield on the front of the engine.

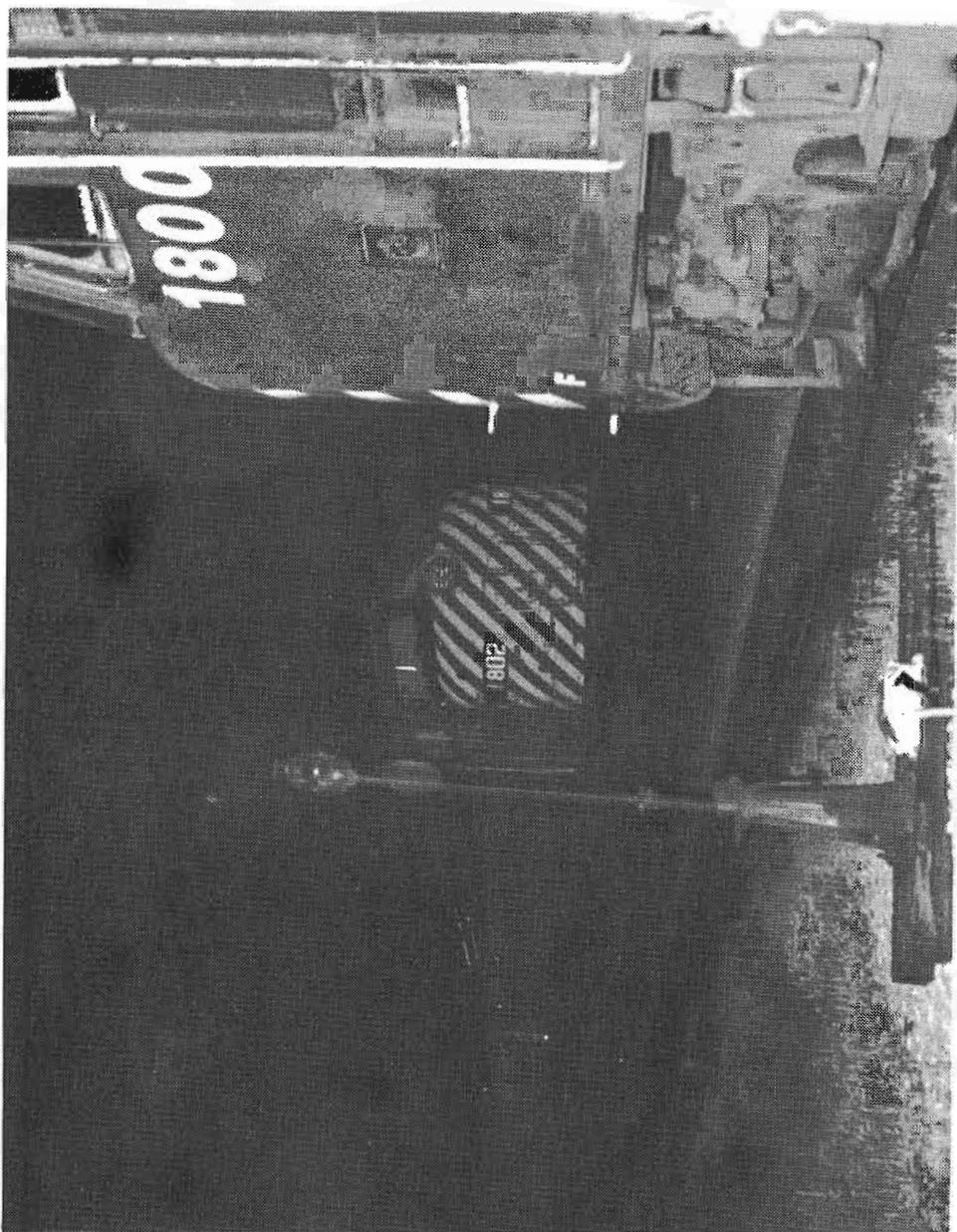


NUMBER 42 IS RUNNING TEN HOURS LATE as third 908 in this view taken on April 30 1973. The consist has already been turned at Fredericton Junction due to high water at Bailey.



NUMBER 42 REGISTERS BY TICKET at "The 'Keag" (Mattawamkeag, Maine) in the daylight running five hours late after waiting for second 949 at Magog when she broke apart. The date was March 23 1974.

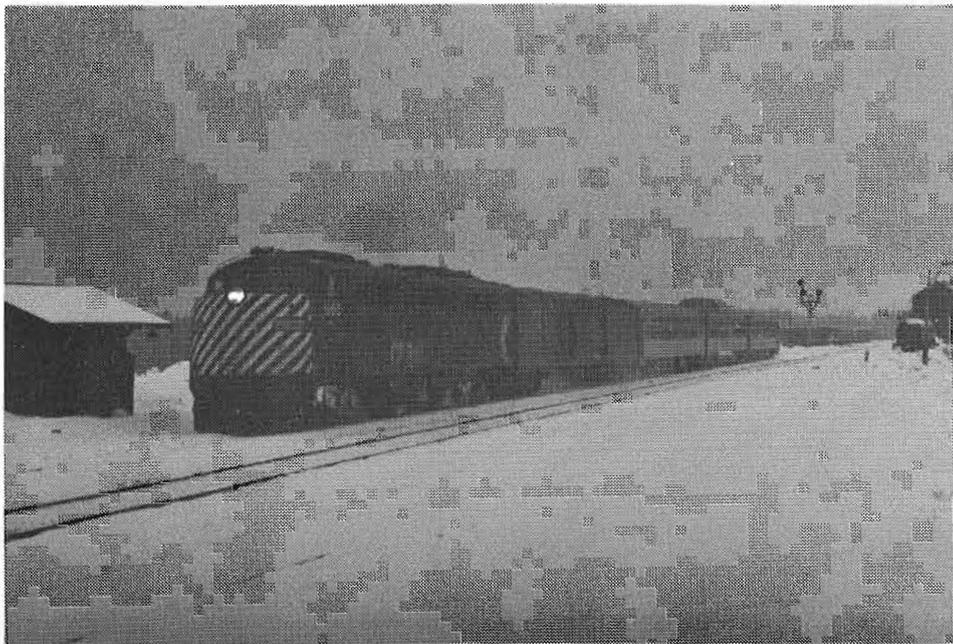




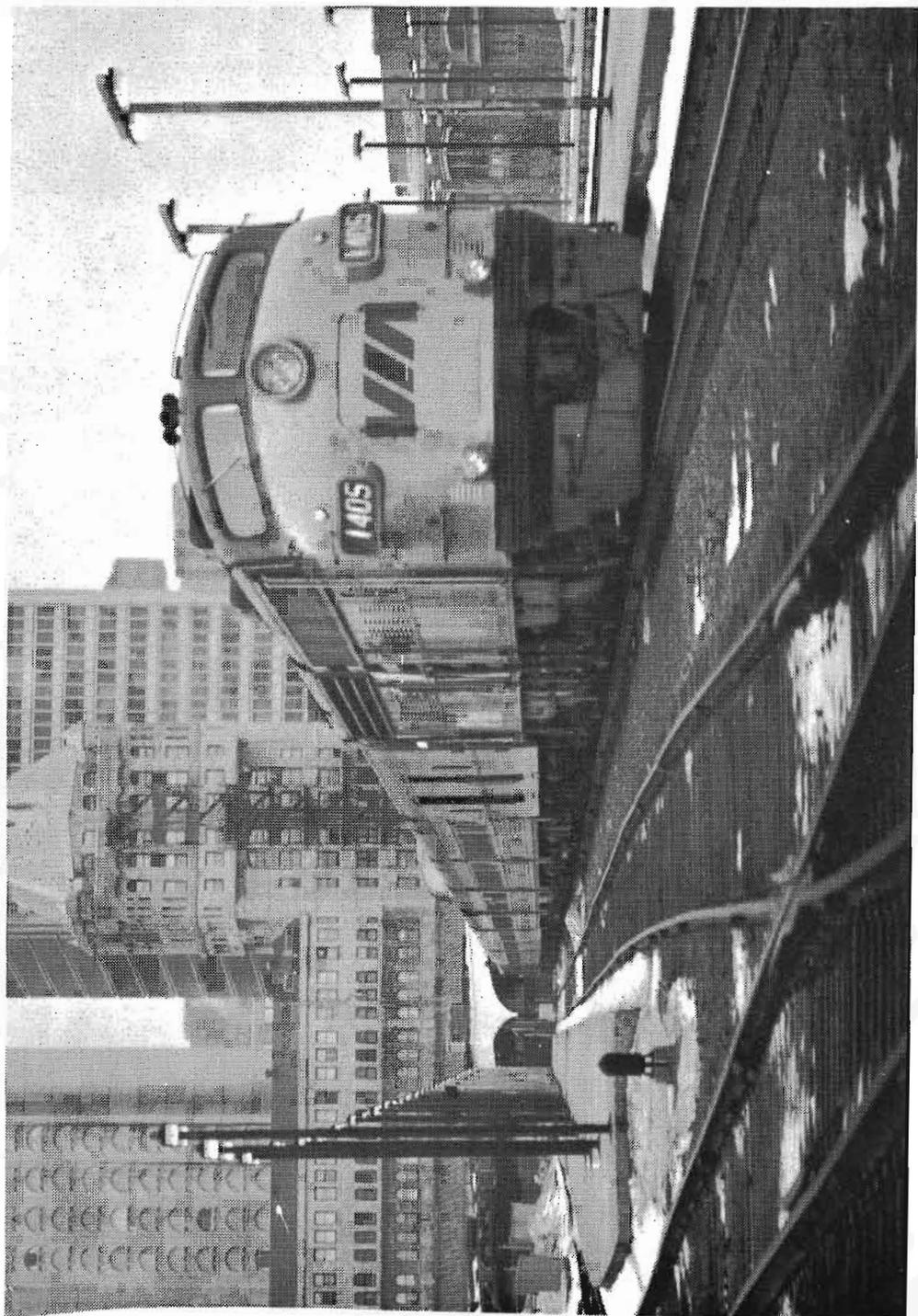
THE TWO "ATLANTICS" Nos. 41 and 42 passed each other in the wilds of northern Maine, but this event was seldom photographed as it took place during the night, and usually not at a station. Here we have two views of this event under different conditions. The first is of a very rare daylight meet at Brownville Junction. Both trains were many hours late due to a wreck at Lakeview, and David Morris was on hand to record the trains passing on July 28 1975. The other meet was also at Brownville Junction, at night on July 20 1977. This view is equally rare as it shows both units 1800 and 1802 passing each other.



DURING THE SUMMER MONTHS the Eastbound train was known as No. 40 instead of 42. This is the last 42 leaving Fredericton Junction on April 29 1978. No. 42 never ran again, because when the next winter schedule came in the C.P. train was replaced by VIA No. 12.



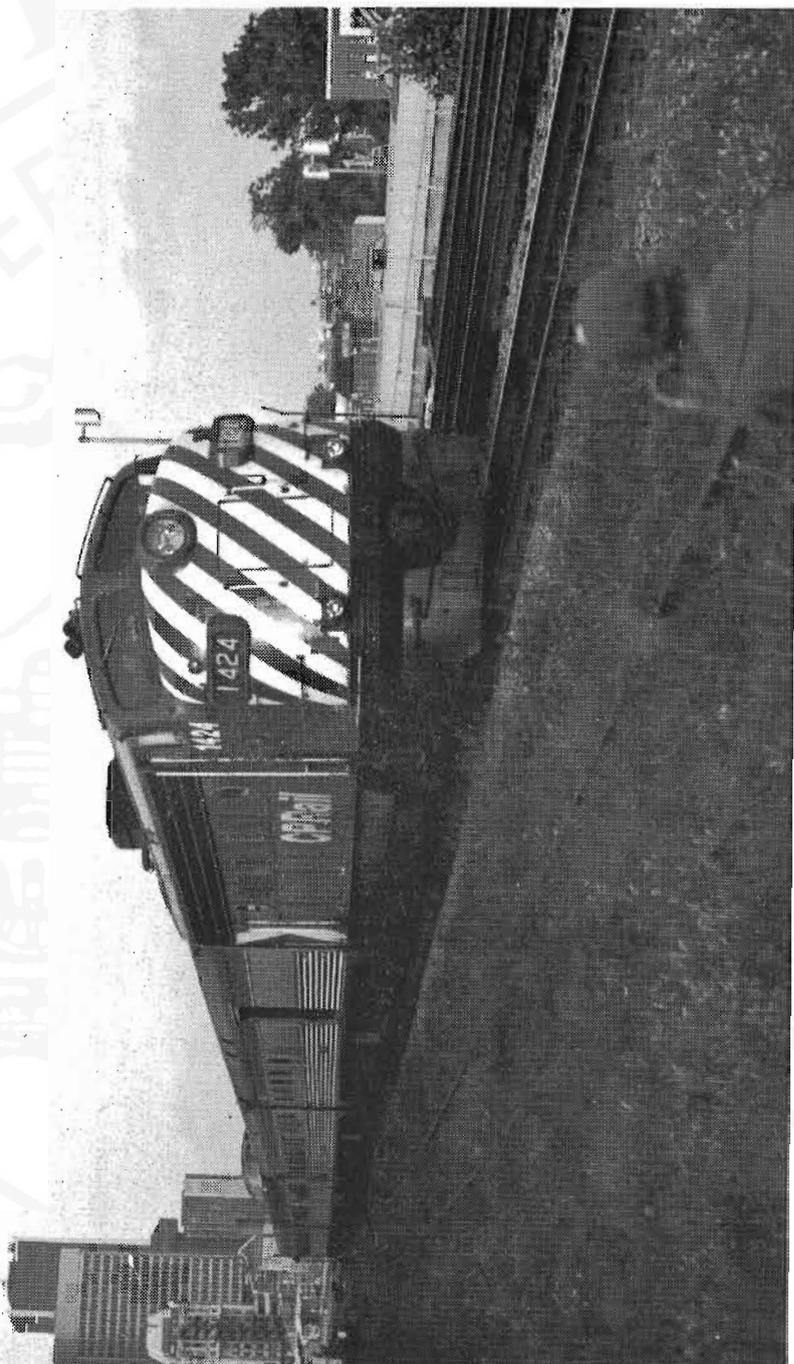
THE LAST EASTBOUND TRIP FOR LOCOMOTIVE 1800 is seen at McAdam N.B. early on the morning of March 4 1978. This was the usual consist at that time.



VIA 1405 (ex-C.P.) and 4072 head an eleven-car train as No. 40 prepares to leave Windsor station on March 4 1979.



ON JUNE 3 1979 THE SHORT LINE SERVICE COMPLETED 90 YEARS OF SERVICE, and locomotive 1802, arriving at Saint John that day carried the number "90" on the pilot in commemoration of this event.



STAINLESS STEEL BAGGAGE CARS started on this train on August 3 1979, and this photo of No. 40 leaving Windsor station was taken August 27.



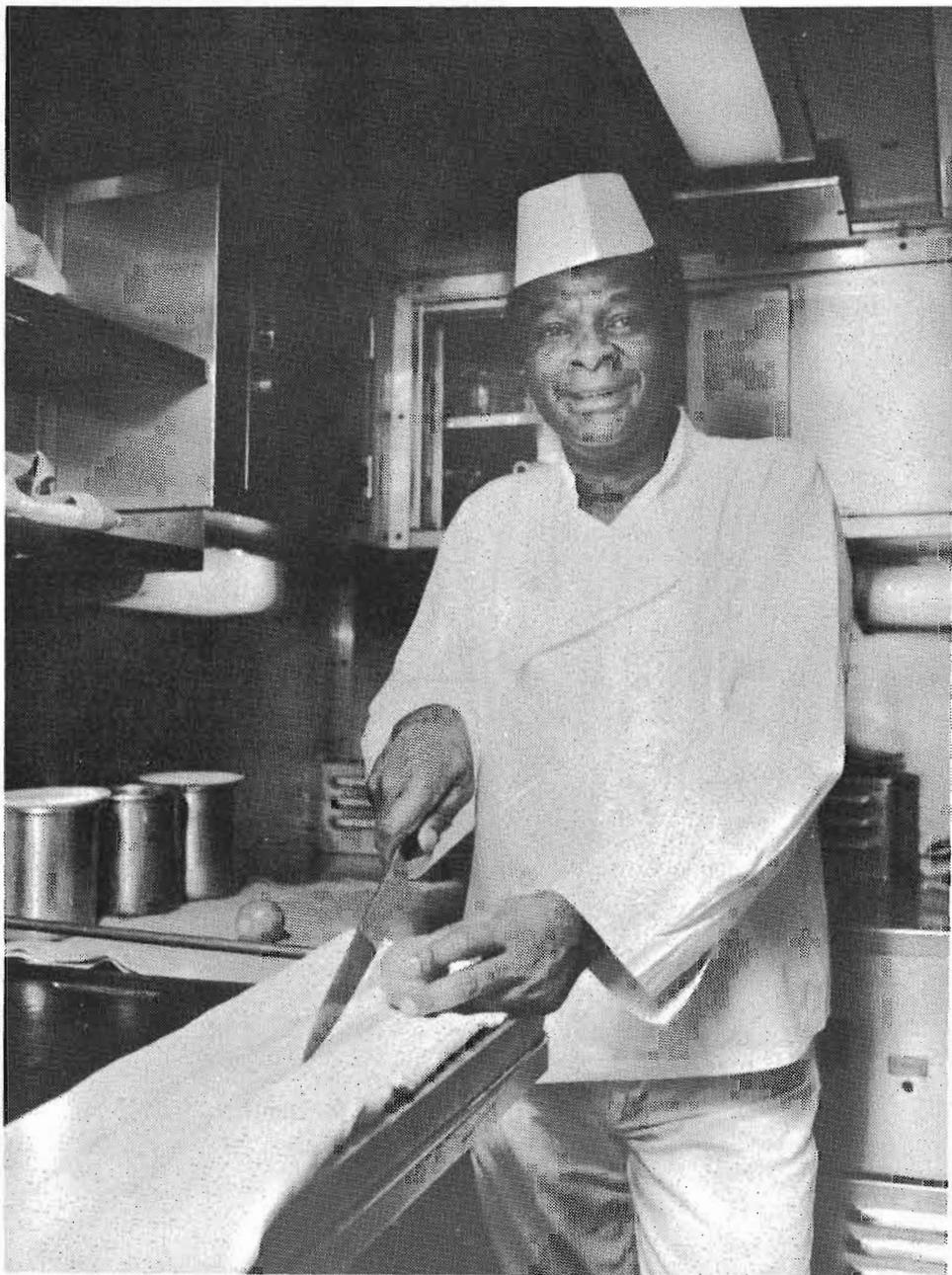
CONDUCTOR SEELY FILLS OUT FORMS in dome diner 505 on the "Atlantic Limited" on May 3 1978.



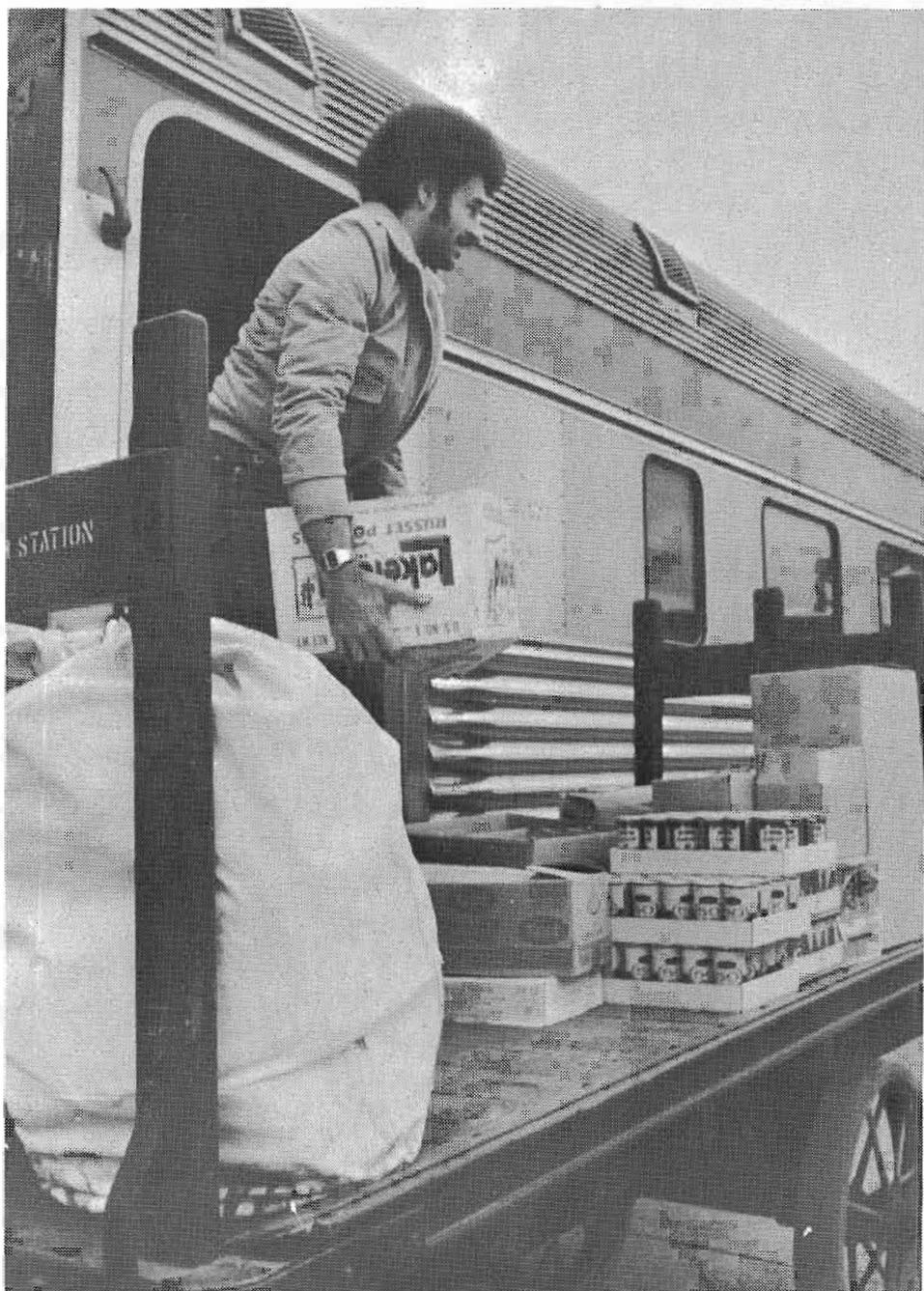
THE CONDUCTOR AND TRAINMAN pose for a photo at a stop along the line.



MAKING UP THE BERTH in a bedroom on the "Atlantic Limited" on the last day it ran as a C.P. train, October 27 1979.
Canadian Pacific photo No. E4481-6.



THE COOK PREPARING THE LAST DINNER on the "Atlantic Limited" as a C.P. train, just before departure from Montreal on October 27 1979. Canadian Pacific photo No. E4481-12.

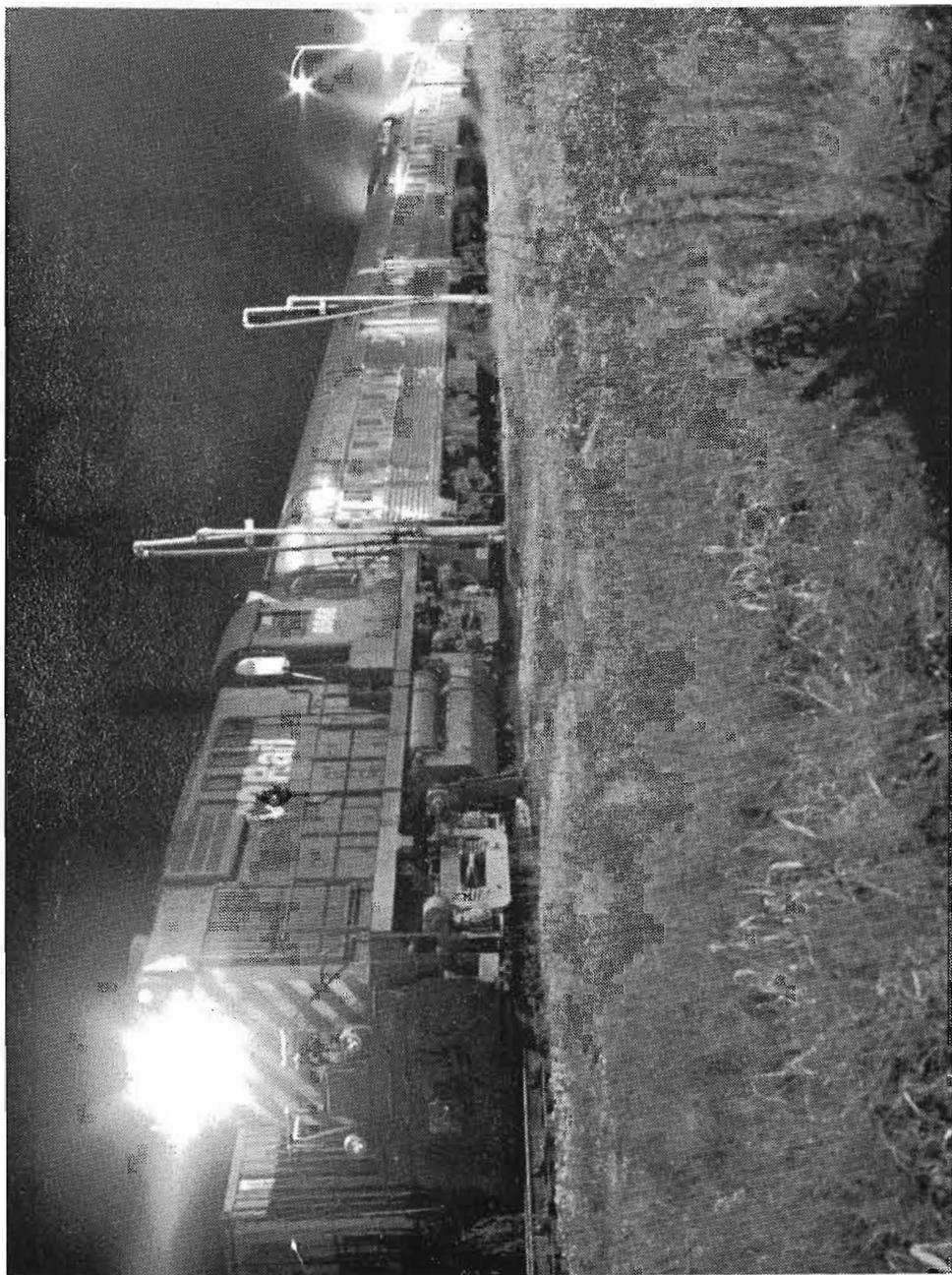


LOADING THE BEER into the Skyline car at Windsor station on October 27 1979.

Canadian Pacific photo No. E4481-43.



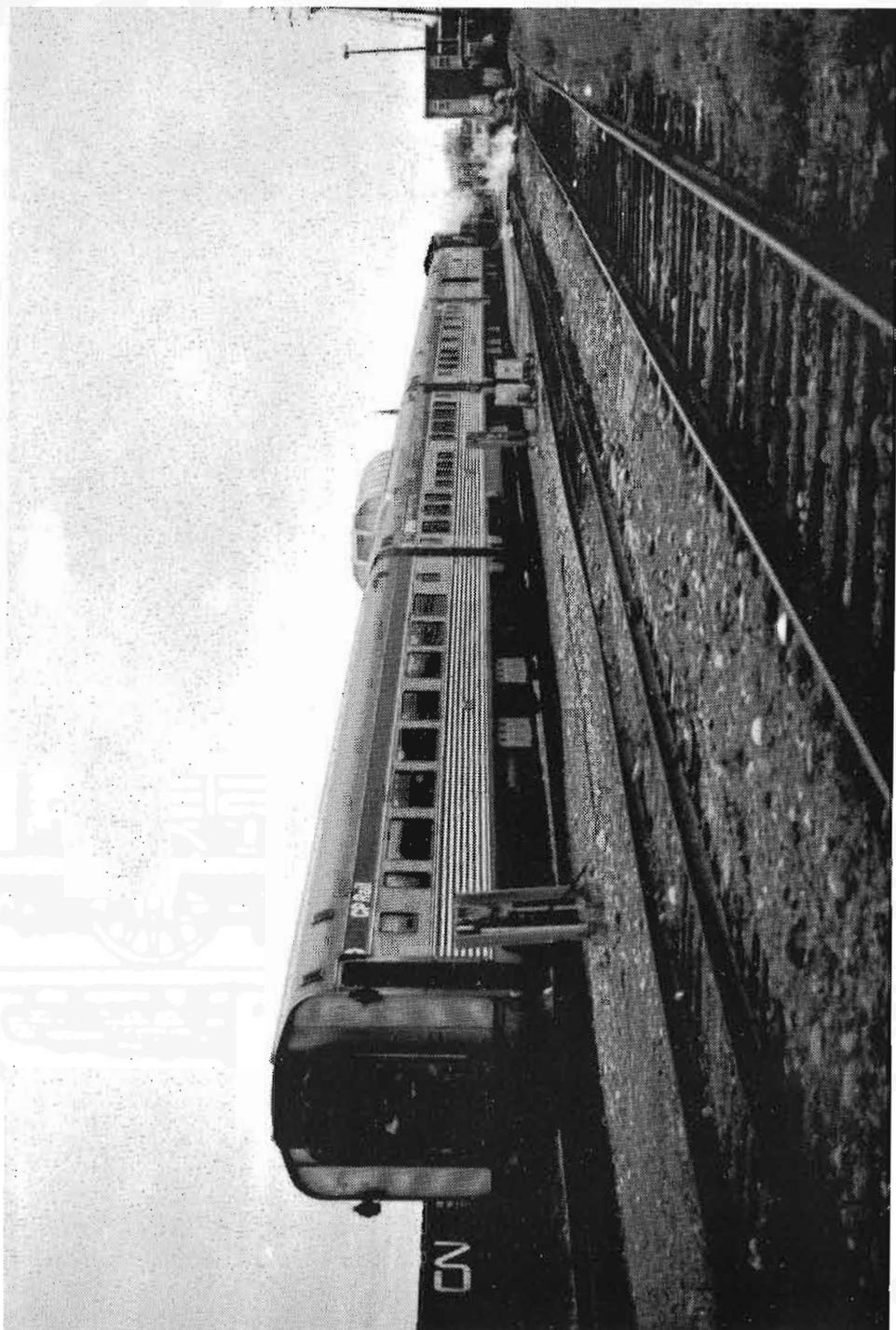
CONDUCTOR OUELETTE COLLECTS TICKETS leaving Montreal on the evening of October 27 1979. Next morning this would be VIA 12.



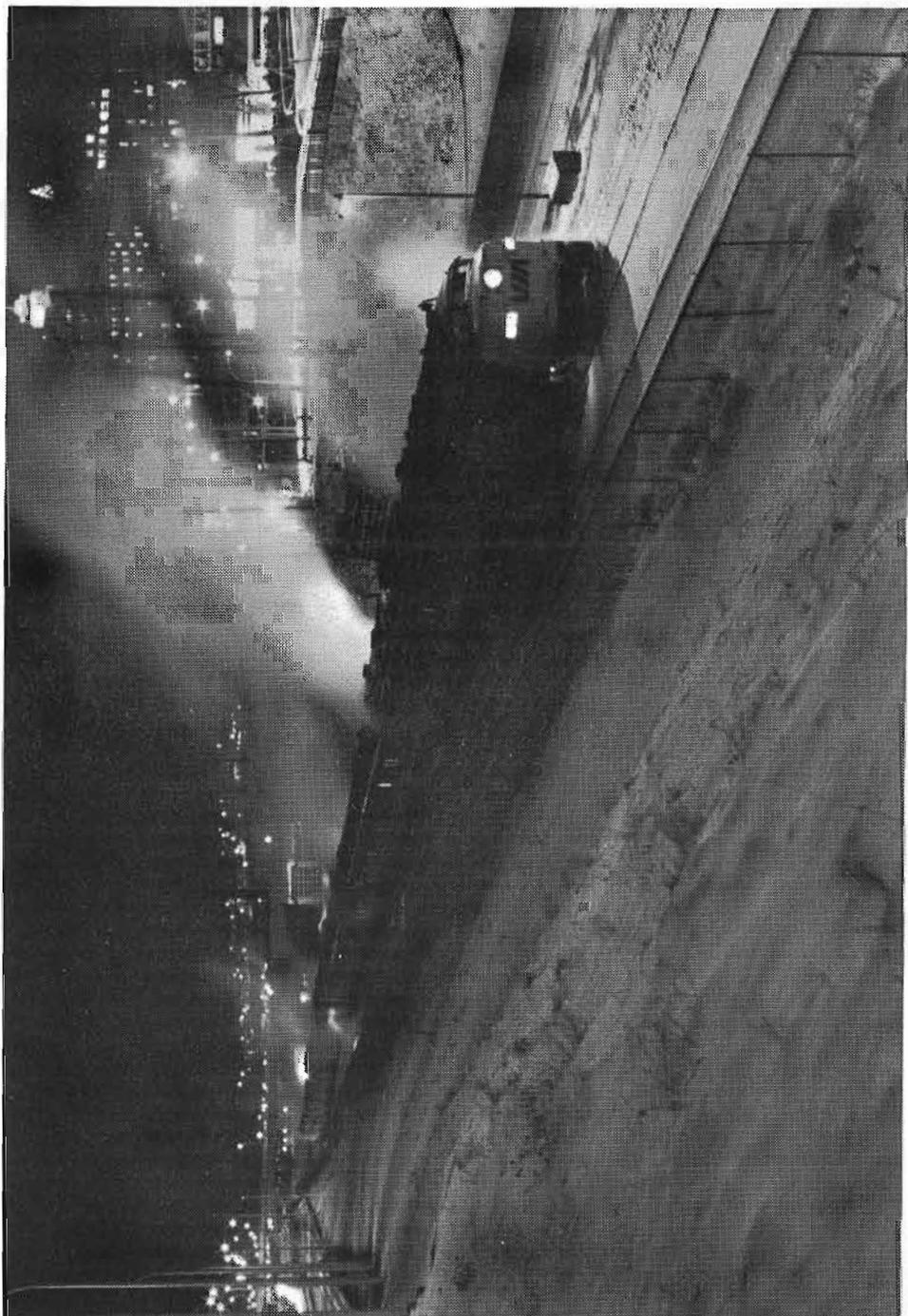
THE LAST RUN OF THE "ATLANTIC" AS A C.P. TRAIN actually had three identities on its run from Montreal to Saint John. From Montreal to Megantic it was No. 40, then it was Passenger Extra to Brownville Junction, and finally VIA No. 12 east of Brownville. This view is at Brownville Junction just as it became the first No. 12 in the early morning of October 28 1979.



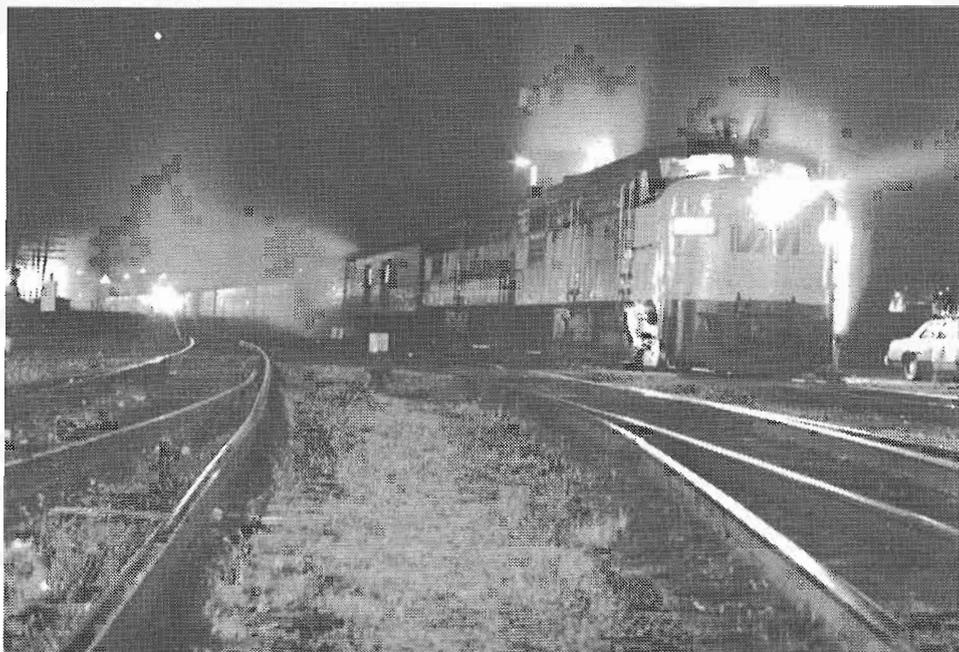
PHIL ANDREWS MAKES HISTORY as the clock approaches 2:00 A.M. on the morning of October 28 1979. Just about this time VIA No. 12 was born in northern Maine.



THE LAST C.P. "ATLANTIC", by now officially VIA No. 12, arrives at C.P. Rail's Dever Road station at Saint John. That day, No. 12 was annulled east of Saint John, but the next day through service to Halifax began.



DURING THE 1980 CHRISTMAS SEASON the "Atlantic" ran in two sections to carry the extra holiday traffic. Second No. 11 is depicted at Saint John on December 20 1980.



TWO VIEWS OF THE LAST WESTBOUND "ATLANTIC" on the night of November 14 1981. In the first scene, No. 11 has just stopped at McAdam N.B. before crossing into Maine, while the second depicts the same train at Vanceboro Maine a little later as flashbulbs light up the sky. Sad scenes like this took place at all stations that night as thousands of people came to say goodbye.

CP Rail

Form 19

2 2 4

Train order No. 11

Issued at Montreal on Nov 14, 1981

To ALL Concerned

Re Respectie

No 11
 Que se leave Sherbrooke cet
 Saturday Nov 14th is cancelled
 Sherbrooke cet. ce respectie

J M

Prepared by 1688

Checked by 1870

Signature

Train order No. 2

Issued at Montreal on Nov 14, 1981

To RESPECTIE 6773

Re RESPECTIE

ENG 6773 TO PROCEED TO
 LEAVE MONTREAL ON SATURDAY NOV 14
 AS ALLOWED THROUGH ORDER NO. 11
 LONG TRACK TYPICALLY USED
 UNUSUAL ROUTE FROM 6048
 ARRIVE MONTREAL ON TUESDAY NOV 16

J M

Prepared by 1688

Checked by 1870

Signature

TWO OF THE ORDERS CONCERNING THE LAST WESTBOUND "ATLANTIC" the night of November 14 1981. Former No. 11 had now become passenger extra 6773 as it completed its last run to Montreal.



CONDUCTOR ROGER LARRABEE fills out the last form 352 on the "Atlantic" in the early morning hours of November 15 1981 as an era comes to an end.

NOV 15 1981	NOV 15 1981	NOV 15 1981
207	207	207
EASTBOUND TRAINS	EASTBOUND TRAINS	EASTBOUND TRAINS
EXTRA	EXTRA	EXTRA
EG VIA 0700 BLN 0501 EXTRA	EG VIA 0700 BLN 0501 EXTRA	EG VIA 0700 BLN 0501 EXTRA
LEAVING MONROE ON SUNDAY NOV 15TH AS FOLLOWS	LEAVING MONROE ON SUNDAY NOV 15TH AS FOLLOWS	LEAVING MONROE ON SUNDAY NOV 15TH AS FOLLOWS
WITH SIGHT OVER ALL TRAINS	WITH SIGHT OVER ALL TRAINS	WITH SIGHT OVER ALL TRAINS
LEAVE MONROE NOUGHT FIVE TEN	LEAVE MONROE NOUGHT FIVE TEN	0510
SAINT JOHN NOUGHT FIVE THIRTY FIVE	SAINT JOHN NOUGHT FIVE THIRTY FIVE	0535
FREDERICK JCT NOUGHT SIX NOUGHT FIVE	FREDERICK JCT NOUGHT SIX NOUGHT FIVE	0605
SAINTE JOHN NOUGHT SEVEN TEN	SAINTE JOHN NOUGHT SEVEN TEN	0700
ARRIVE MILL STREET NOUGHT SEVEN TWENTY	ARRIVE MILL STREET NOUGHT SEVEN TWENTY	0705
Reproduced by 0312 McAdam 0312 of Halifax		

THE FINAL EASTBOUND "ATLANTIC" was also a passenger extra as shown by this order, dated November 15 1981, which shows the schedule of this last run between McAdam and Saint John. The train then continued on to Halifax and was the last "Atlantic" to run.

Conductor's Passenger Train Report

CP Rail 

C.M.S. D.M.S.	Train number (A) <i>1251</i>	From (B) <i>Brownville Jct., Me</i>				To (C) <i>Saint John, N.B.</i>			
	<i>12</i>	Station number (AB) <i>1325</i>	Month (AC) <i>11</i>	Day (AD) <i>15</i>	Time (AE) <i>0325</i>	Engine off or on shop track (S) or run through (R) (AG) <i>R</i>	Number of passengers carried		
Departure		Arrival		Coach		Tickets and cash fares collected	Tickets honoured but not collected	Passes	
Unit or locomotive number		Trailing (AU)		Trailing (AV)		Through passengers			
Leading (AR) <i>6790</i>		Trailing (AS) <i>6625</i>		Total train switching time (AX) Hrs. Min.		Intermediate passengers			
Remarks (AW)						First Class			
						Through passengers			
						Intermediate Passengers			

Class (G)	In service or deadhead (H)	Initials (J)	Number (K)	Name (M)	Proportion of car used for			Bags of mail (W)	Station Numbers	
					Baggage & mail (N)	Express (R)	United (S)		From (X)	To (Y)
1 (BA)	BM	S	<i>Vi2</i>	<i>9620</i>					<i>1325</i>	<i>1200</i>
2 (BB)	CM			<i>5968</i>						
3 (BC)	L			<i>5999</i>						
4 (BD)	Cafe			<i>760</i>						
5 (BF)	DN			<i>5731</i>						
6 (BG)	Rest			<i>1363</i>						
7 (BH)	Lnge			<i>1082</i>	<i>Cape Rosier</i>					
8 (BJ)	SS			<i>1169</i>	<i>Green bush</i>					
9 (BK)				<i>1166</i>	<i>Greening</i>					
10 (BM)				<i>2106</i>	<i>Alexandra Falls</i>					
11 (BN)										

"WITH A BUCKET OF TEARS" the final Conductor's Passenger Train Report (form 352) for the "Atlantic" from Brownville Junction to Saint John gives the full consist.

FAREWELL TO THE "ATLANTIC"

This photo coverage of the "Atlantic Limited" from the 1960's until 1981 was made possible by David Morris of Fredericton N.B. whose unique collection of photos of this train provided most of the illustrations used in this issue. He captured on film many of the notable events of these years, and we much appreciate his providing a selection of some of the more significant photos for this issue of Canadian Rail.

back cover

THE LAST PASSENGER TRAIN TO OPERATE IN THE STATE OF MAINE was eastbound No. 12 on the morning of November 15 1981. By the time it reached Vanceboro, the other train had already re-entered Canada on its final westward run. Here, No. 12 is about to leave Vanceboro on its last run, so ending an era.

