



Canadian Pacific's great transcontinental
domeliner was the dream train of the North

The Canadian

By Kevin J. Holland

APRIL 24, 1955, was a momentous day for rail passengers in Canada, as the country's two big railways each launched a major new transcontinental train: Canadian National the *Super Continental* and Canadian Pacific *The Canadian*. The trains competed head-to-head from the start, but of the two it was *The Canadian* that really revolutionized Canadian rail travel. CPR's new flagship marked the first use in

1955: CANADIAN PACIFIC LAUNCHES THE CANADIAN





CANADIAN PACIFIC PHOTO; KEVIN J. HOLLAND COLLECTION

revenue service on a Canadian railway of locomotive-hauled stainless-steel cars, domes, streamlined observation cars, and more.

Canadian Pacific was the first true transcontinental railway in North America, directly linking Atlantic and Pacific shipping at Montreal and Vancouver, and its history was tied closely to the development and promotion of Canadian tourism, particularly in the West. The company's global network of sea

and air routes brought immigrants and tourists to Canada, and its railway delivered them to their final destinations.

The Canadian was the product of research undertaken by CPR after World War II as it sought to replace war-weary equipment and dominate what was expected to be a lucrative postwar travel and tourism market. CPR Vice-President (later president and chairman) Norris R. "Buck" Crump, the driving force behind creation of *The Canadian*,

A publicity view shows the *Dominion in the Rockies* around 1952. Though comfortable and modern, CPR trains of this era were hardly dazzling.

in 1949 joined other CPR managers in evaluating the merits of the dome car on a trip aboard the General Motors/Pullman-Standard *Train of Tomorrow*, on tour through Ontario and Quebec.

By 1950, CPR's transcontinental and shorter mainline passenger runs employed an assortment of heavyweight and pre- and postwar lightweight cars, pulled by Pacifics and semi-streamlined Hudsons, Selkirks (2-10-4), Jubilees (4-4-4). CPR's postwar smoothside lightweights, including 19 Grove-series 10-roomette, 5-double bedroom sleepers, were built by Canadian Car & Foundry and finished in CPR's own Angus Shops in Montreal. They retained the welded, gently curved sides favored by H. B. Bowen, CPR motive power and rolling stock chief until 1949. Their vaguely Anglicized styling dated to 1936 and evoked Milwaukee Road's *Hiawatha* rolling stock unveiled the previous year.

Bowen was a steam stalwart, but his retirement in 1949 opened the door for others in CPR management, notably Buck Crump, to embrace dieselization. After experience with three EMD E8As purchased in 1949 for Montreal-Boston service in conjunction with Boston & Maine (the only E units bought new by a Canadian railway), CPR instead adopted the General Motors FP series as its preferred diesel passenger power. CPR's first group of FP7's, 4028-4037, was built by GMD at London, Ontario, in September 1950, but they did not receive steam generators until 1952.

KEVIN J. HOLLAND COLLECTION

The Canadian HAS SIX NEW TYPES OF CARS FOR YOUR TRAVEL PLEASURE

The "Park" Lounge Sleeping Car — 24-seat Scenic Dome, Main Lounge, Moral Lounge and Bar, Drawing Room and three double Endrooms.

"Majors" Sleeping Cars — one Compartment, five double Bedrooms, four Roomettes, four sections.

"Claremont" Sleeping Cars — one Drawing Room, three double Bedrooms, eight Duplex Roomettes, four sections.

Deluxe Dining Room Cars — wide windows, ruffly lighted, suggests the Canadian decorative motif. Distinctive Canadian dishes are another feature.

Dome Coffee Shop Car — with 24-seat upper level Scenic Dome, attractive Coffee Shop for popular priced meals and snacks — available to all passengers — 20 reserved comfortable reclining seats with full length leg rests.

The Deluxe Coach, all seats reserved, features adjustable reclining seats with full length leg rests, four toilets and wash rooms.



DAVE SHAW COLLECTION



TWO PHOTOS: CANADIAN PACIFIC

CPR's Buck Crump was inspired by the *Train of Tomorrow*. Forward-facing views inside *Canadian dome observation car Banff Park* show the Mural Lounge (above right) and the observation lounge.

In their traditional maroon livery, CPR's early 1950's passenger trains were comfortable and quite modern, but paled against U.S. offerings such as the 1949 *California Zephyr* and 1950 *Sunset Limited*. Crump, and others, took note.

In mid-1953, rumors of change became fact when Canadian Pacific announced a \$38-million, 155-car order with the Budd Company. This was sufficient to equip a new, accelerated cross-country schedule (which required seven trainsets), and allow a partial re-equipping of the secondary transcontinental *Dominion*, the Montreal-Saint John (New Brunswick) *Atlantic Limited*, and other runs. The original Budd order called for 30 60-seat coaches, 18 48-seat dining cars, 18 coffee-shop dome coaches, 18 sleeper-observation-dome-lounge cars, and 71 sleeping cars (29 with 8 duplex roomettes, 4 sections, 3 double bedrooms, and 1 drawing room, the *Chateau* series; and 42 with 4 roomettes, 4 sections, 5 double bedrooms, and 1 compartment, the *Manor* series).

A revision added 18 baggage-dormitory cars for passenger luggage and crew relief, bringing the total order to 173 cars for \$40 million, with deliveries planned to begin in mid-1954. At the time, this was the largest single order for passenger cars ever placed by Canadian Pacific or received by Budd.

Although Budd built the cars at its Red Lion plant outside Philadelphia, \$7 million worth of components, ranging



from couplers and truck castings to light fixtures, furnishings, and carpeting, were produced in Canada and forwarded to Budd. This high proportion of Canadian-made parts was rooted in both patriotism and pragmatism. Not only did this deflate criticism of the cars' being built in the U.S. (Crump and CPR, sold on the merits of Budd's stainless-steel construction, had rejected the alternatives), it also subjected the cars to lower Customs duties when they were delivered to Canada.

A rolling art gallery

In typical fashion, Budd contracted work on *The Canadian's* interior decor to Harbeson, Hough, Livingston & Lar-

son, a Philadelphia architectural firm. In June 1953, partner John Harbeson, a protégé of designer and prewar Budd styling genius Paul Cret, outlined the firm's concept of a "flow-through" series of interior color schemes to Ernest Scroggie, head of the CPR design department team responsible for the train.

Mirroring emergent 1950's color and design trends, three schemes were used in the *Manor* sleepers and pairs of different schemes in each of *The Canadian's* other car series, largely based on pastel shades of blue, pink, green, gray, and brown. Harbeson's theory was to draw colors from Canada's flags and natural landscape. Graphic elements inspired by flora, fauna, and historical

sites along the train's route completed the decor, and the result was effective.

The inclusion of 4x20-foot painted murals in the *Park* observation cars' beneath-the-dome lounge was proposed by Harbeson in February 1954 (and reprised with Burlington's *Denver Zephyr* of 1956). After deciding to name the observation cars to honor national and provincial parks, CPR enlisted Robert W. Pilot, then president of the Royal Canadian Academy of Arts, to approach some of the nation's leading artists regarding creation of the 18 murals and related map paintings. The resulting collection, some by members of Canada's renowned Group of Seven, survived the rigors of smoke, vibration, and wear to become a national treasure. Each presented a scene from the park for which the car was named, with the main mural on the forward bulkhead wrapping into a side panel worked around three windows of the exterior wall. A 3x5-foot painted map of the appropriate park occupied the wall in the rear lounge above the writing desk.

Interior decoration of the coaches was typical of the rest of the train, with extensive use of plastic laminates and carved linoleum panels featuring industrial and recreational scenes. Sleeping-car rooms contained framed art prints.

The *Skyline* cof-

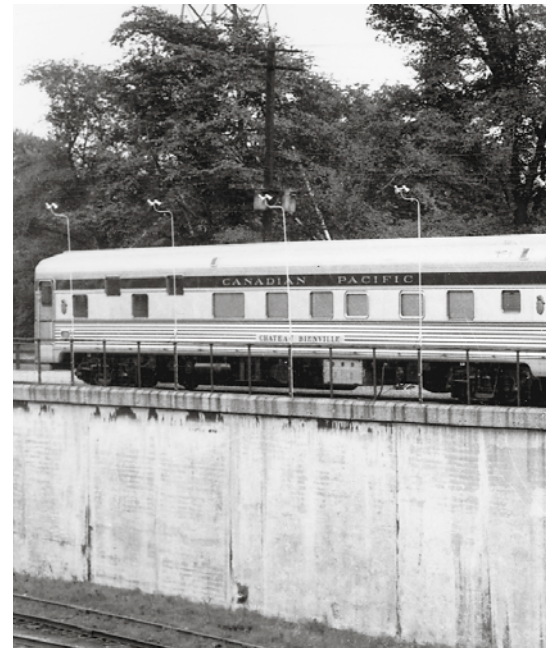
fee shop dome coaches featured a 4x9-foot carved linoleum mural map of Canada on the rear bulkhead of the coach section, a device adapted from the *California Zephyr* and intended to help passengers trace their journeys. The buffet section of these cars contained more carved linoleum panels featuring icons of Canadian (and CPR) transport history, national and provincial coats of arms, and legislative buildings.

In the "Dining Room cars" (the vernacular "diner" deemed inadequate in CPR's eyes), bulkheads were decorated with carved linoleum crests of the Canadian Pacific hotel containing the public room for which the car was named. Small banquette (booth) sections were separated from the main dining room by glass partitions etched with images of Magpies, Kingfishers, and other Canadian birds. Etched mirrors featured images of provincial flowers. A notable feature was the "Starlight" ceiling—derived from a similar treatment aboard the *Train of Tomorrow*—hand-painted to resemble a night sky on either a blue or pink background.

Spreading the word

On June 29, 1954, CPR Vice-President Crump led a company delegation to the Budd plant to formally accept the first completed car, duplex sleeper *Chateau Bienville*. Crump then returned to Red Lion on July 21 to accept delivery of the first completed "signature car," dome observation sleeper *Banff Park*.

These first two cars were sent on a 10,000-mile cross-Canada publicity tour



during July and August 1954, and they hosted more than 200,000 visitors at 34 display venues. As the rest of the cars arrived in Canada, they made shake-down revenue runs on various trains (often behind steam power), giving travelers and the competition a glimpse of things to come. By the time the Dining Room cars and coaches began to arrive in early 1955, preparations were well along for the new train's launch.

CPR did very little advertising in 1954, anticipating what in essence was a double budget in 1955 to support *The Canadian's* inaugural year. The railway scored a public relations coup with an April 15, 1955, press trip on the Reading Company between Philadelphia and New Hope, Pa., launching a campaign with *Vogue* magazine and several women's fashion retailers promoting a trip on the new train. Some of the cars had already been delivered to CPR, and were returned to Budd for this trip; virtually the entire April 15 issue of *Vogue* was devoted to the new train.

Heavy newspaper and magazine advertising and editorial coverage in North America and abroad preceded the maiden runs, and festivities were held along the train's route. Without hyperbole, CPR hailed the train as "The first and only all-stainless steel 'dome' stream-liner across Canada" and "The world's longest, most spectacular Scenic Dome ride." Interestingly, the railway avoided reference to Vista-Domes, the sobriquet applied by concept pioneer



BROCHURE, KEVIN J. HOLLAND COLLECTION; PHOTO, CANADIAN PACIFIC

Hungry passengers on *The Canadian* could choose between the Skyline Coffee Shop and the fancier, full-service Dining Room car.



KEVIN J. HOLLAND COLLECTION

Burlington—on CPR they were “Scenic Domes.” Underscoring the different passenger philosophies of CPR and Canadian National, it was almost a decade before CNR offered domes, acquiring six ex-Milwaukee Super Domes in 1964-65 and leasing three B&O sleepers in 1966-67 [see sidebar, page 67].

Names and numbers

The new train’s name originally was to have been *The Royal Canadian*, and it was referred to as such in internal documents until early 1955. Political considerations led to aspirations for a “Royal” prefix being dropped shortly before the service was inaugurated—but not before CPR’s 1955 calendar had been printed with the rejected name, a dilemma fixed with strategically placed stickers. CPR had used the name *Canadian* before on a Chicago-Montreal schedule, but made the distinction of referring to its new train as *The Canadian*.

Befitting its flagship status, Canadian Pacific assigned the new train’s daily Montreal-Vancouver section numbers 1 westbound and 2 eastbound (the former flagship *Dominion* was 7 and 8). The new daily, connecting Toronto-Sudbury (Ont.) trains became 11 westbound and 12 eastbound. The Montreal and Toronto sections combined or separated at Sudbury.

The new westbound schedule cut 16 hours off the *Dominion*’s 87 hours, 10 minutes. Most of the savings came from quicker acceleration of the lighter cars; disc brakes; mechanical air-conditioning that eliminated icing stops; minimal head-end traffic; and reduced station dwell times. The new domeliner also

managed to serve most major on-line population centers at convenient times and traversed the scenic Banff-Lake Louise-Spiral Tunnel area of the Canadian Rockies in daylight both ways . . . no small feat for a 2881-mile run!

Eastbound, *The Canadian* passed through some outstanding scenery even after the western mountains were left behind. Following a 24-hour passage across the prairies, passengers were treated to a spectacular cliff-hugging trip along Lake Superior’s north shore before arriving in Sudbury, a northern Ontario nickel mining center, where the train was split. Except for the Sudbury activity, *The Canadian* was not normally switched en route, nor were through cars offered beyond endpoints. The slower *Dominion* handled any connecting and set-out cars over the same route, and provided service to stations where *The Canadian* did not stop.

Carrying the new train’s appearance inside its major terminals, the portable check-in booths used for *The Canadian* at Montreal, Toronto, and Vancouver were crafted of stainless steel, complete with Budd fluting and maroon accents.

New diesels

The railway chose General Motors F units to pull *The Canadian*. The initial power pool included eight A-B-A sets (one for each trainset, plus a spare). Existing dual-service FP7’s 1400-1404 (formerly 4099-4103, regearred for 89 mph) were supplemented with the arrival of the road’s final cab units, FP9’s 1405-1415 and F9B’s 1900-1907. As CPR’s early policy of assigning units to specific trains was relaxed, FP7’s in se-

Sleeper *Chateau Bienville* and obs *Banff Park*, first cars off the Budd line, are on display at the Canadian National Exhibition in Toronto during their 10,000-mile tour in July-August 1954.

ries 1416-1434 also regularly led the train, assisted by F7B’s 1908-1919. More exotic power over the years included Montreal Locomotive Works FPA2’s (4082-4083 and 4094-4098), boiler-equipped RS10’s (8462-8482 and 8557-8581), and GM GP9R’s (8501-8529). Steam is known to have led *The Canadian* on a handful of trips in northern Ontario, as late as 1959, when the normally assigned diesels balked. On infrequent occasions in later years, an SD40 or other freight unit piloted the train.

Before CPR’s 1968 image change, locomotives wore the maroon-and-gray scheme, with a beaver herald on cab unit and boiler-equipped hood unit noses. The railway’s name was spelled out in gold block letters until 1964, when script lettering style began appearing. After 1968, “Action Red” with white nose stripes, black-and-white rear stripes, and the new “multimark” logo, was the rule.

At times during the train’s CPR career, the assigned FP7’s and FP9’s were equipped with a roof-mounted Pyle dual Gyalite, aimed skyward at a 45-degree forward angle to enhance grade crossing safety, one of the few applications of such warning lights in Canada.

In March 1955, F’s 1412 and 1425 were the first to receive strap-iron rooftop “antlers,” built to duplicate the cross section of the Budd domes and knock away fouling ice formations ahead of the domes’ passage through



CANADIAN PACIFIC PHOTO; KEVIN J. HOLLAND COLLECTION

tunnels. These were applied only to GM cab units, and remained a fixture on many until VIA Rail Canada assumed operation of CPR's remaining passenger services, including *The Canadian*, in October 1978.

Behind the locomotives

The Budd Company provided seven series of cars for *The Canadian*, with the railway itself providing an eighth in the form of rebuilt heavyweight tourist sleepers. Externally, the Budd-built cars featured the last new styling treatment for fully-fluted, pre-Pioneer III/Metroliner Budd equipment—the trademark fluted roof was maintained, as were the traditional wide fluting strips below the

windows. Unlike most earlier Budd construction however, the narrow fluting was eliminated from both the letterboard and the underbody end skirt. This smooth letterboard was also seen on the 1950 Southern Pacific *Sunset Limited*, the 1952 Pennsylvania Railroad *Congressional* and *Senator*, and several groups of cars used by Southern, Chicago & Eastern Illinois, West Point Route, and Louisville & Nashville. A variation also was found on cars built for Chesapeake & Ohio's 1948 *Chessie*.

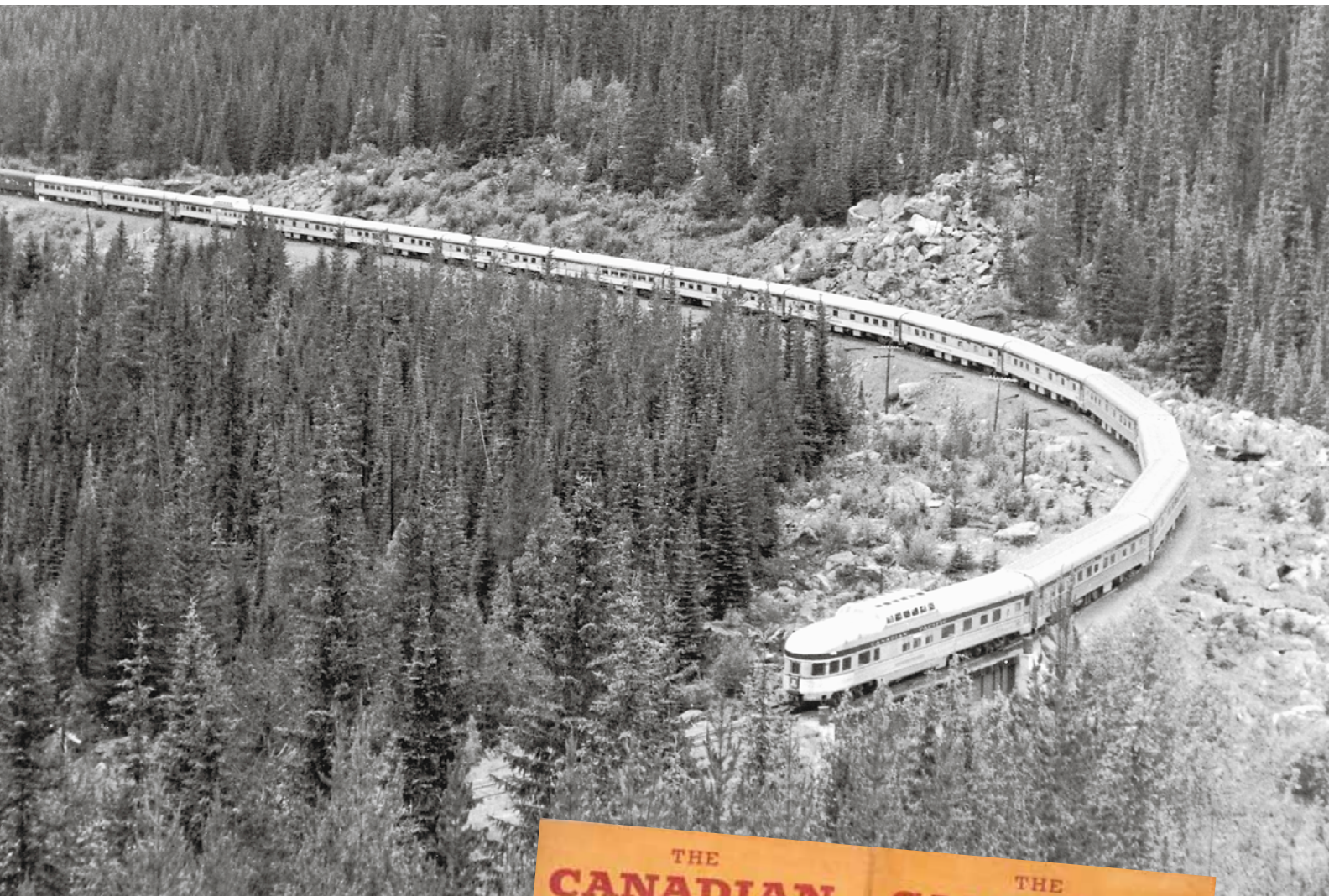
The Canadian's Budd-built cars rode on 8-foot, 6-inch wheelbase CanCar (Canadian Car & Foundry) 41-NDO trucks with 36-inch wheels. Trucks beneath baggage-dorms, and *Manor* and *Chateau*



In eastern British Columbia amid the majestic Rocky Mountains, *The Canadian* is seen eastbound on Stoney Creek Bridge in 1955 (left), and westbound near the Spiral Tunnels on the west side of the Continental Divide in August 1966.

sleepers, had SKF roller bearings; the other cars used Timken bearings. Trucks were equipped with Budd's Rolokron electric wheelslide control system, not unlike the anti-lock braking systems found on most present-day automobiles. The heavyweight tourist sleepers rebuilt by CPR retained their straight-equalized six-wheel trucks, which also had roller bearings.

The Canadian's as-delivered exterior paint scheme featured a maroon letterboard running the full length of each car and wrapping around the rear end of the *Park* cars. Below the windows a narrower maroon stripe ran the full length of the belt rail moulding and across vestibule and diner doors. To avoid friction damage, striping was not applied to the sliding baggage doors. The railway's name on the letterboard

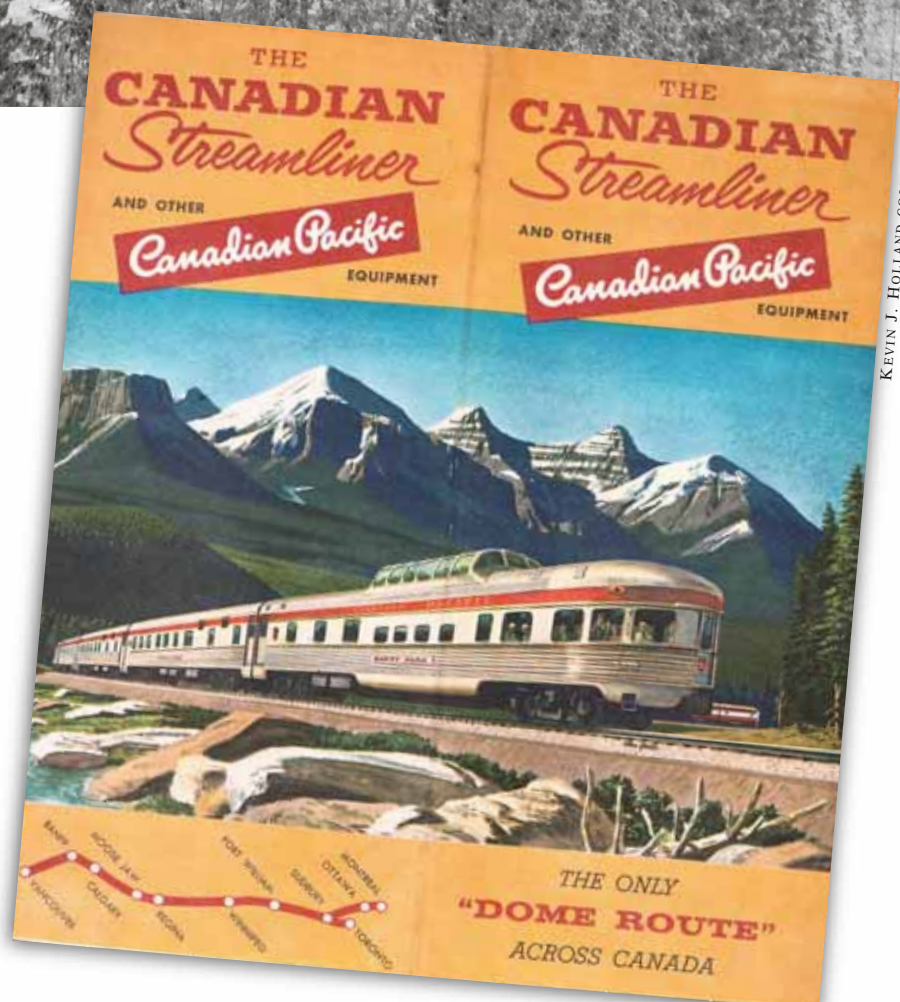


was imitation gold, and each car's name (or number) appeared below the windows in maroon on a stainless-steel panel. Mounted on the pier panel near each corner of every car (vestibule end only of the *Park* cars) were 18-inch-high cast metal CPR beaver crests. These lasted until the 1968 CP Rail image overhaul that also saw the two maroon stripes replaced by Action Red letterboard striping and car names.

The Canadian's original consist from Vancouver was 1 baggage-dorm; 3 U-series tourist sleepers; 1 Skyline dome; 1 60-seat coach; 1 Dining Room car; 4 *Manor* sleepers; 2 *Chateau* sleepers; and a *Park* car. Extra coaches and sleepers were added in peak summer periods, and "showroom" consists (with just one of each car type) were common during the winter, especially in later years.

As conceived, *The Canadian* was not to perform head-end work en route, ex-

A map on a CPR brochure shows that the two sections of *The Canadian*, for Montreal/Ottawa and Toronto, were combined at Sudbury, Ont.



KEVIN J. HOLLAND COLLECTION



STAN F. STYLES PHOTO; KEVIN J. HOLLAND COLLECTION



JIM SHAUGHNESSY

Terminals west and east: Park cars of the *Dominion* (left in photo above) and *Canadian* stand side-by-side at Vancouver, B.C., in August 1962. At Montreal's Windsor Station, site of CPR headquarters (above right), FP7 1421 and an F7B are on the point of No. 1 in August '56. Eight years later (right), another FP7-F7B set picks its way out of Toronto with a 13-car No. 11 for Sudbury.

cept for passenger baggage. A full baggage car would have been under-utilized, so to accommodate this traffic efficiently, 18 85-foot baggage-dorms were built as series 3000-3017. They combined a 47-foot, 6-inch forward baggage section, with a dormitory housing a steward's room and three-tier bunks for dining and buffet car crew. Full toilet and lavatory facilities, including a crew shower, were also provided. In later years, as the train handled more and more express and general head-end traffic, the baggage-dorms were supplemented by express boxcars and curved-side, 4700-series baggage-express cars. Many of these baggage cars, along with 10 40-foot express boxcars in storage-mail service, were repainted silver to blend with the Budd equipment. The baggage-dorms were renumbered into the 600 series in September 1973.

Adding a deception

After the Budd order was finalized, CPR decided to provide tourist-class sleeping space on the new train. No additional funds were available for new cars, so in early 1955, 22 heavyweight 14-section sleepers were rebuilt in the railway's Angus Shops. The cars had entered service in the late 1920's as "P" and "G" series 12-section, 1-drawing room sleepers. They had been reconfigured as 14-section tourist sleepers (with no-frills berths and cooking space) in the early 1950's, and emerged from their 1955 rebuilding with carbodies cosmetically altered to blend with the Budd rolling stock.

The raised clerestory remained, un-



J. DAVID INGLES

fluted, while the lower roof areas on either side were raised and sheathed in Budd's narrow roof fluting. The riveted letterboard and window panels were left intact, and standard Budd fluting was mounted over the girder sheets. The ends, vestibule doors, six-wheel trucks, and most underbody appliances were not altered appreciably. In the *Canadian* paint scheme with their non-fluted areas painted silver, the deception was surprising successful, although the raised clerestory was a quick giveaway from the proper angle.

Interiors were upgraded to match the new Budd stock as closely as possible in materials and color schemes. According to the late Omer Lavallée, Canadian Pacific's historian and archivist who advised the CPR management team charged with naming *The Canadian's* cars, early consideration was given to naming these cars for mountain passes or rivers. The final utilitarian names were a curious departure from the train's other strongly themed series.

As many as three of these cars were assigned to each run, depending on the season, positioned behind the baggage-dorm. Declining traffic and advanced age, however, gave the "U"-series cars a mere 10 years in revenue service. Their use was curtailed in 1965, and the February 1966 discontinuance of the *Dominion* freed up newer Budd equipment. All "U" series cars were scrapped by the end of 1968.

While some U.S. railroads (notably Santa Fe and Katy/Frisco) outshopped heavyweight cars in a simulated stainless-steel "shadowline" paint scheme, and others like Wabash and Burlington rebuilt heavyweight business cars with stainless-steel fluting, these CPR tourist sleepers were the only group of cars to be given such an extensive cosmetic overhaul for revenue service.

The Canadian's 30 coaches brought the long-distance "Sleepy Hollow" seat to Canada, and had interiors divided into 24-seat smoking and 36-seat non-smoking sections, separated by etched

Green (and black and gold) with envy

CNR's *Super Continental* lacked the panache of *The Canadian*

CANADIAN NATIONAL, although desperate to re-equip its passenger trains after the rigors of World War II, purchased only 75 passenger-carrying cars (55 “Deluxe” coaches and 20 I-series 24-duplex roomette sleepers) from commercial builders between 1946 and 1950. By contrast, CNR bought 263 new head-end cars between 1946 and 1953 to re-equip its mail and express fleet.

The postwar material shortages that rendered most new-car orders problematic helped persuade CNR to rebuild and modernize scores of passenger cars in its own shops. This was embraced as a stop-gap until carbuilders were, in the words of CNR President Donald Gordon, able to “undertake the production of passenger cars for us in the volume required.”

Gordon and his predecessor R. C. Vaughan were thus able to keep CNR carshops humming at near capacity by turning 170 war-weary, heavyweight “sow’s ears” into “silk purses” that, on the inside at least, offered postwar passengers improved accommodations and amenities. Sealed windows and “balloon” roofs gave these rebuilt cars a decidedly modern appearance, and roller-bearing trucks helped lessen the locomotives’ burden. Shops across the CNR system contributed to the program, which culminated with the modernization of an additional 41 heavyweights in 1953-54, even as lightweight equipment had begun to arrive.

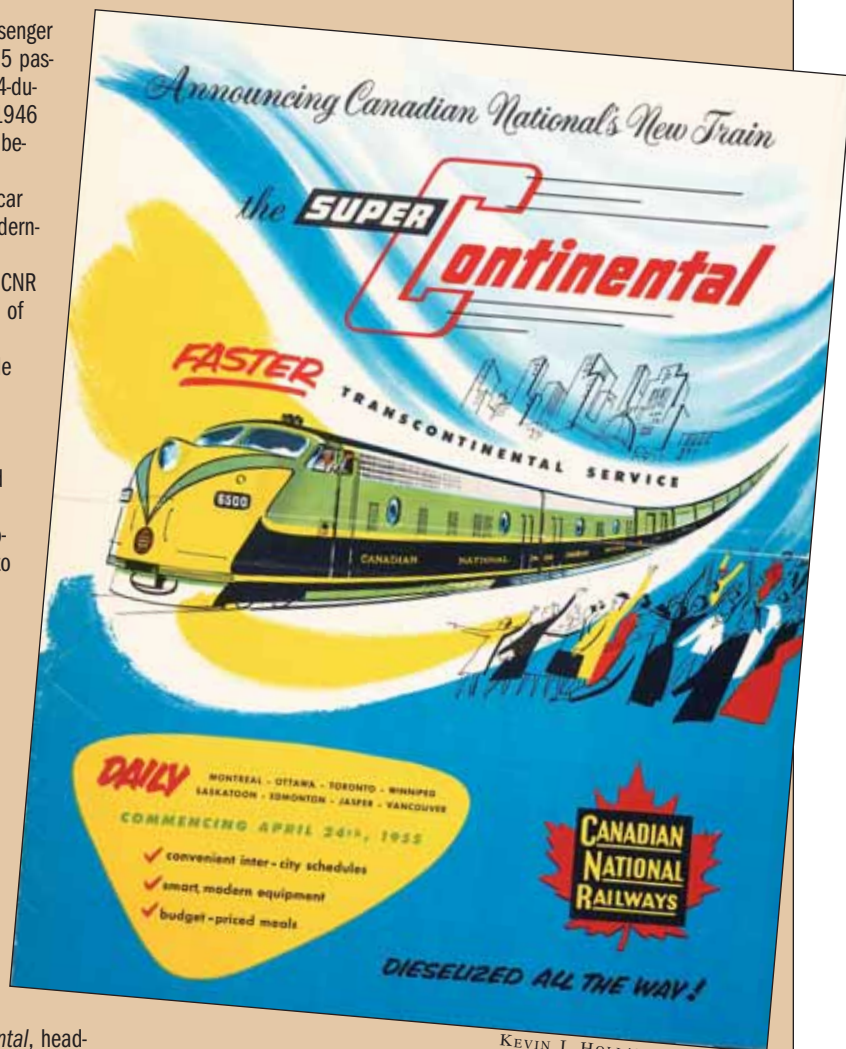
In 1952, CNR finally made the new-car plunge, and industry headlines, by requesting bids on 194 new, lightweight passenger cars. More headlines followed in 1953 with the placement of firm orders for 218 coaches from CC&F in Montreal, and 92 sleepers, 12 buffet-sleepers, 20 dining cars, and 17 parlors and buffet-parlors from Pullman-Standard’s Chicago plant. This 359-car aggregate order was the largest of its kind, in dollar value, placed up to that time by one railroad.

Deliveries of the new cars were essentially complete by fall 1954, but CNR waited until April 24, 1955, to make its “big splash”—the inauguration, employing new CC&F and P-S lightweight cars along with many of the modernized heavyweights, of its cross-Canada *Super Continental*, head-to-head with CPR’s *Canadian*.

As its name implied, the *Super Continental* was an improved incarnation of CNR’s former fleet-leader, the *Continental Limited*. As CPR would do with its *Dominion*, CNR’s demoted *Continental* assumed the status of a maid-of-most-work running mate to the new train. Contrasting with *The Canadian*’s maroon-trimmed stainless steel, CNR in early 1954 had introduced an update to its formerly solid-green passenger-car livery. The *Super Continental*’s cars, like the rest of CNR’s repainted fleet, had black-and-green bodies trimmed in yellow and accented with the circular CNR maple-leaf monogram introduced in December 1953.

In step with CPR, Canadian National created the *Super Continental* as a diesel-powered operation, initially employing GMD FP9 and F9B units in the West, and MLW FPA-2/FPB-2, FPA-4/FPB-4, and CLC CPA/CPB16-5 C-Line units in the East. Behind their motive power, though, similarities between the railways’ new trains were few.

Cost, availability, and political considerations (CNR, being a ward of Canada’s federal government at the time, was obliged to “spread the wealth” around the country) all factored into the mongrelized character of the new *Super Continental*. Far from the gleaming, homogeneous streamliner being crafted by Budd for CPR, Canadian National’s rival



KEVIN J. HOLLAND COLLECTION

Although they were launched on the same day, Canadian National’s answer to *The Canadian* was far more restrained than CPR’s dream train.

train would emerge as an eclectic blend of U.S. and Canadian streamlined stock with modernized heavyweight cars.

As attractive as it was, CNR’s new livery could not hide the riveted sides and bulging rooflines of many of the *Super Continental*’s modernized heavyweights. Interiors were blended more smoothly, but even the brand-new cars still lacked the panache of *The Canadian*. Beyond a lounge or two, food-service innovations like dinettes, and modernized heavyweights with small solarium end-windows, feature cars were beyond the mandate of the *Super Continental*. Domes would not grace the CNR train until a decade after its debut, when secondhand Milwaukee Road Super Domes entered service between Vancouver and Winnipeg.

By that time, ironically, Canadian National was aggressively pursuing rail passengers with innovative and exotic (if secondhand) equipment and aggressive marketing, while Canadian Pacific—despite the thorough modernity of its *Canadian*—had all but thrown in the passenger-train towel.—Kevin J. Holland



A view from FP7 1423 on No. 11 north of Ypres, Ont., in May 1962, shows an icicle-breaking “antler” on the trailing unit as well as the clerestory roofs of “U”-series heavyweights. Cars are: baggage-dorm, two “U”-series sleepers, coffee shop-dome-coach, coach, two Manor sleepers, Chateau sleeper, diner, and Park sleeper-dome-observation.

glass panels. The coaches were designed for long-haul travel, with large washrooms paired at the vestibule end (women) and the blind end (men). As in the rest of the train, all lighting in passenger sections was fluorescent. Six-foot-wide windows provided views of the scenery excelled only in the domes, but such a large expanse of glass necessitated the inclusion of a heated “air curtain,” a layer of air flowing across the inside of the innermost pane to keep passengers warm in winter.

In later years, smooth-side 68-seat coaches from CPR’s 2200-series frequently served on *The Canadian*, painted solid maroon or, later, silver with maroon or Action Red stripes, but they lacked the Budd equipment’s cast-metal beaver shields.

Cars for eating, sleeping

The primary food service was handled in the 18 Dining Room cars, named for public rooms and lounges in Canadian Pacific hotels. The forward half of each car housed the kitchen, with the dining area made up of four booth-like 4-seat banquettes at the extreme ends of the main room, plus eight 4-seat ta-

bles. Banquette windows were 13 inches narrower than those in the main room, but all were equipped with integral venetian blinds. In common with all named cars in the Budd order, the Dining Room cars bore a small stainless-steel plaque on a corridor wall explaining the significance of the car’s name.

Menus were famous for regional specialties like Ontario lamb, Lake Superior whitefish, Saskatchewan turkey, and British Columbia salmon.

Offering a more affordable meal alternative were 18 Skyline coffee-shop dome coaches, typically one per train between the tourist sleepers and coaches. Seating 26 in a coach section ahead of the dome, these cars offered light meals and snacks prepared in a small galley beneath the forward part of the dome. Food was served in the 17-seat main buffet area behind the dome. In addition, a semi-private area with booth seats for six people was in the under-dome space not occupied by the galley.

The standard Budd 24-seat dome was entered from the rear by a short curved staircase from the main buffet. A conductor’s work station was at the front of the car, ahead of the coach accommodations. During the peak summer season, some Skyline cars had their coach seats temporarily removed in favor of an expanded buffet area. On rare occasions, *The Canadian* ran with two Skyline cars. If there was a flaw with the train’s overall design, it was in creating a train with only two assigned

domes, and then placing one of them in a food-service car rather than in a more flexibly assigned coach.

The 29 *Chateau*-series sleeping cars were named for Canadian historical figures of French heritage, and featured a unique floor plan of 8 duplex roomettes, 4 sections, 3 double bedrooms, and 1 drawing room. Their staggered roomette windows made them easy to spot. The 6-foot-wide drawing room window (also found on the *Park* cars) was unusually large for a sleeping car.

The 42 *Manor*-series sleeping cars, named for Canadian historical figures of British heritage, contained 4 S-type roomettes with cutaway beds and corner washstands; 4 sections; 5 double bedrooms; and 1 compartment.

Both of these series featured in-room speakers for the train’s three-channel public address system (two for music, one for announcements). All rooms had with comfortable collapsible armchairs, and the drawing rooms also offered a 6-foot sofa (folding into a transverse bed by night). In keeping with postwar practice, toilet facilities in all sleeper rooms were fully enclosed.

As the highlight of *The Canadian*’s celebration of Canada’s natural and cultural history, the signature *Park* cars were named after 18 of the country’s best-known national and provincial

More on our website

A complete roster of the CPR’s *Canadian* cars is at our website, www.classictrainsmag.com



JAMES A. BROWN

parks, most of which were located on, or near, the CPR main line. This was prudent marketing, yet also demonstrative of CPR's pivotal role in the 19th and early 20th century development of some of Canada's prime tourist destinations.

Conspicuous but understandable in its absence as a name choice was *Jasper Park*. Canadian National's *Super Continental* traversed Jasper National Park, and CPR wasn't about to promote one of the competition's major destinations. Three other names were assigned, only to be rejected before the cars were completed: *Battleford Park* (it became Prince Albert Park); *Garibaldi Park* (*Kokanee Park*) and *Nipigon Park* (*Sibley Park*).

While *The Canadian's* observation-car names were always intended to have honored Canada's parks, original CPR plans called for the use of the word "View" in place of the "Park" nomenclature ultimately adopted (*Algonquin Park* thus would have been *Algonquin View*, and so on). The idea didn't die, however, for when four New York Central Budd-built *Brook*-series sleeper-observation cars were purchased by CPR in 1958, they became CPR's *View* series and saw a decade of service on regional trains in Ontario and the Maritime provinces.

The *Park* cars almost qualify as an "off-the-shelf" design, as their floor plan is virtually identical to the seven *Cal-*

fornia Zephyr dome-lounge-sleeper-observation cars built in 1948 and 1952, with a drawing room in place of the CZ's master room. Three double bedrooms and the drawing room were ahead of the 24-seat dome in the *Park* cars, and 13 inward-facing armchairs and a writing desk/magazine rack occupied the observation lounge. The compact Mural Lounge provided seating for 12 under the dome, separated from the aisle by a sidelit etched glass partition—again, almost identical to the CZ cars' under-dome arrangement. The biggest external differences from the CZ cars (aside from the *Park* cars' smooth letterboard and lack of skirting) were the absence of a Mars light and the use of small teardrop markers in place of the CZ's "lunchboxes," an apt term coined by TRAINS' late Editor, David P. Morgan. (Small red rooftop warning lights were installed in the early 1980's by VIA.)

An illuminated rectangular tailsign was hung on the rear door. Different designs were used for *The Canadian* and *Dominion*, and a CP Rail version appeared in 1968, incorporating the new "multimark" symbol created by design consultants Lippincott & Margulies.

The gleam fades

Declining patronage hit both CPR and CNR passenger trains after the late 1950's, but the two railways took divergent approaches to keep passengers in the face of air and highway competition. Canadian National's aggressive passenger policy of the mid-1960's contrasted with CPR's more defeatist attitude of seeking service curtailments and discontinuances at every opportunity. *The Canadian's* cross-country running mate, the *Dominion*, was discontinued in February 1966, although the second transcontinental schedule was revived as the *Expo Limited* in summer and fall

1967 to handle crowds traveling to Montreal's Expo67 World's Fair and elsewhere during Canada's Centennial Year.

Once that traffic bubble had burst, CP Rail, as the company was known after '68, set its sights on complete discontinuance of its long-distance passenger services. Canada's federal government, rejecting proposals beginning in 1970 by CPR to discontinue or at least curtail the frequency of *The Canadian*, instead implemented an 80 percent subsidy of the train's losses, laying the groundwork for the creation of VIA Rail Canada and that agency's eventual assumption of the remaining CP Rail passenger services on October 29, 1978.

As the CPR fleet marks its 50th birthday, the Budd equipment built for *The Canadian* has fared surprisingly well. An early casualty was *Fundy Park*, destroyed in a Saskatchewan wreck in 1959; two baggage-dorms were wrecked in northern Ontario in 1965. Of the original 173 cars, 169 were sold to VIA in October 1978. Refurbished inside, and with a blue stripe replacing CP Rail's red letterboard, these cars became the backbone of VIA's conventional fleet as hundreds of non-stainless-steel ex-CNR cars were retired. Although the cars no longer traveled their former CPR route after January 1990, most were rebuilt beginning in the late 1980's, complete with head-end-power and an entirely new collection of original murals and art unveiled in October 1990.

It's hard to believe, but travelers are still able to enjoy some of the finest equipment ever built by the Budd Company. Even as VIA Rail replaces some of its ex-CPR Budd equipment with European stock on the Montreal-Halifax *Ocean*, stainless-steel cars built for *The Canadian*, maintained in top-notch condition, continue to link Toronto and Vancouver in revenue service. ■



MIKE SCHAFER

By summer 1971, CP Rail had mostly lost interest in *The Canadian*, but *Tweedsmuir Park* still looked like a treasure after a rain at Field, B.C.