THE CANADIAN
60 Years of Trans-continental Passenger Service
1955 - 2015

VOLUME 1A: The Canadian Pacific Era 1955 – 1978
Eastern Canada
C. van Steenis, Calgary, AB. April 2015
CONTENTS

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

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

This Volume, 1A, focuses on Canadian Pacific’s *‘THE CANADIAN’* in eastern Canada, from the terminals in Montreal and Toronto to Sudbury, Ontario.

The author wishes to express thanks to the following individuals who kindly provided photos and/or information for this volume: William Baird, James Brown, Bruce Chapman, Peter Cox, Kevin Day, Peter Layland, Bill Linley, Jim Parker, Doug Phillips, Ron Richie, Robert Sandusky and Dale Wilson.

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

Cover Photo: The last CPR *‘THE CANADIAN’* departs Renfrew, Ontario, on 28 October 1978 – Bruce Chapman Photo
THE ORIGINAL ORDER

Striving to reverse the trend of declining passenger volumes after World War II and to replace aging equipment, in June of 1953 the Canadian Pacific Railway placed its initial order (of two orders) for 173 stainless steel cars with the Budd Company of Philadelphia, PA. Seventy-seven of the cars were intended to stock the planned transcontinental train ‘The Canadian’ while the remaining 96 cars were to be used to upgrade CPR’s ‘Dominion’. The cars in the two orders were:

- 18 Baggage-dormitory cars (3000-3017)
- 30 First class coaches (100-129)
- 18 Skyline Dome cars (500-517)
- 18 Dining cars (16501-16518)
- 42 Manor sleepers (14301-14342)
- 29 Chateau sleepers (14201-14229)
- 18 Sleeper Buffet-Lounge Dome Observation cars (15401-15418)

In addition, in 1955, the CPR refurbished 22 G-Series heavyweight sleepers into U-Series sleepers for use on ‘The Canadian’, cladding them with fluted stainless steel, only the clerestory roof gives them away.
THE ROUTE OF CPR’s THE CANADIAN

1955 - 1978

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

**Westbound**, THE CANADIAN departed from both Montreal’s Windsor Station and Toronto’s Union Station daily; the Montreal section to Sudbury was designated Train No. 1; the Toronto section was known as Train No. 11. At Sudbury the two sections were combined and left for Vancouver’s Waterfront Station, through Winnipeg, Regina and Calgary as Train No. 1.

**Eastbound**, THE CANADIAN departed Vancouver’s Waterfront Station daily as Train No. 2; upon arrival in Sudbury, it was split into Train No. 12 bound for Toronto, while Train No. 2 continued on to Montreal.
Canadian Pacific’s Train No. 1, **THE CANADIAN**, departed on its first westbound journey from Canadian Pacific’s Windsor Station in Montreal on 24 April 1955. Construction on the station started in 1887; it was expanded in 1900, 1910 and again in 1916 when the 15 storey tower was added. It served as CPR’s headquarters from 1889-1996. From 1955 until 28 October 1978, CPR’s ‘The Canadian’ started its journey here; on 29 October 1978, VIA’s ‘Canadian’ started here, until the summer of 1979 when VIA moved its starting point to the CNR Central Station in Montreal. Windsor Station is a National Historic Site.
Toronto Union Station 1935
Arthur Lane photo

THE EASTERN TERMINALS

TORONTO UNION STATION

Canadian Pacific’s Train No. 11, the Toronto section of *THE CANADIAN*, started its journey to Sudbury, Ontario, at Toronto Union Station, and Train No. 12 (Sudbury-Toronto) ended its journey here.

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

The station is still in use today as the eastern terminal for VIA Rail’s *CANADIAN*. 
THE INAUGURAL RUN OF THE CANADIAN

On this rainy day, Sunday, 24 April 1955 at 16:15h, we see the first westbound train about to depart Toronto’s Union Station (as Train No. 11) bound for Sudbury, ON. The consist is: CPR FP7A’s 1421 & 1423, Baggage-Dormitory 3006, Tourist Sleepers UNITY and UNDERWOOD, Skyline Dome 517, Deluxe Coach 102, Dining Car KENT, Sleepers BLISS, CHRISTIE and DAWSON MANOR, Sleeper CHATEAU LAUZON and Dome-Observation TREMBLANT PARK. At Sudbury, it will join with Train No. 1 from Montreal for the inaugural run to Vancouver as Train No. 1.
On the evening of 24 April 1955, the first eastbound journey of THE CANADIAN, Train No. 2, began in Vancouver. The train was headed up by CPR FP7A No. 1424, a B-unit, FP7A No. 1418 and 14 cars. After being split at Sudbury, the Toronto section, Train No. 12, is seen here on its first run approaching Weston, Ontario, MP5.2 of the MacTier Subdivision on 27 April 1955 with CPR FP7A’s No. 1421 and 1418 and 11 cars. James A. Brown was fortunate to see this train as a young lad, going out with his father, who took this photo, to witness the occasion. In a few miles, the train will end its 2703 mile journey at Toronto’s Union Station. CPR No. 1421, which was out with the first WBD train 3 days earlier (see previous page) had been cut off that train at Sudbury.
THE CANADIAN AT FIVE DAYS OLD

THE CANADIAN is only 5 days old as it leaves Toronto as Train No. 11 for Sudbury on 28 April 1955 with CPR FP7A No.’s 1428 and 1427 and eleven stainless steel cars, including two U-series tourist sleepers immediately behind the baggage-dormitory car. The train was approaching Spadina Avenue when young Bob Sandusky went out to try his new 35 mm Zeiss camera; the resultant image, in colour, is remarkable for the time!
CPR FP7A’s No.’s 1420 & 1421 at John Street Roundhouse, Toronto
Jim Parker Photo, late 1950’s

SERVICING THE CANADIAN AT TORONTO

Although motive power for THE CANADIAN was assigned to Glen Yard in Montreal for maintenance, some necessary servicing of the units was undertaken at John Street in Toronto and the portions of the passenger car fleet that came into Toronto were serviced at the Toronto Coach Yard, below, where the dome observation car TREMBLANT PARK has just arrived on THE CANADIAN.

THE CANADIAN arrives at the Toronto Coach Yard, late 1950’s Jim Parker photo
GLEN YARD - MONTREAL

Glen Yard is 2 miles from Windsor Station and was dedicated to the servicing of passenger train cars and engines only; no freight traffic was handled. For Train No. 1, a switcher would back cars from the yard to the dead-end tracks at Windsor; then the road power would back onto the train. When No. 2 arrived from Vancouver it headed into Windsor; a switcher would then pull the cars out and turn them on the loop behind the coach building at the bottom of the photo. The yard closed in 2003.
GLEN YARD - MONTREAL

Above, two Skyline dome cars and other equipment for THE CANADIAN; below, CP 1406 & 4473 haul Train No. 1 westward on the main line.

Both Photos - Kevin Day circa 1978
THE FIRST CONSISTS - TRAIN NO. 1/11 THE CANADIAN \(^{(1)}\)

24 APRIL 1955 FROM MONTREAL & TORONTO TO SUDBURY

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<tr>
<th>TRAIN NO. 1</th>
<th>TRAIN NO. 11</th>
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<tr>
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<td>TORONTO TO SUDBURY</td>
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<td>• CPR FP7A’s No. 1421 &amp; 1423</td>
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<td>• CPR F9B No. 1907</td>
<td>• Baggage-dormitory 3006</td>
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<tr>
<td>• Baggage-dormitory 3008</td>
<td>• Tourist sleeper UNITY</td>
</tr>
<tr>
<td>• Tourist sleeper UDALL</td>
<td>• Tourist sleeper UNDERWOOD</td>
</tr>
<tr>
<td>• Skyline Dome 514</td>
<td>• Skyline Dome 517</td>
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<tr>
<td>• Dining Car EMPRESS</td>
<td>• Deluxe Coach 102</td>
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<td>• Sleeper WOLFE MANOR</td>
<td>• Dining Car KENT</td>
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<td>• Sleeper CHATEAU RIGUAD</td>
<td>• Sleeper BLISS MANOR</td>
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<td>• Sleeper CHATEAU VARENNES</td>
<td>• Sleeper CHRISTIE MANOR</td>
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<td>• Dome-Obs. YOHO PARK</td>
<td>• Sleeper DAWSON MANOR</td>
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<td>• Sleeper CHATEAU LAUZON</td>
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<td></td>
<td>• Dome-Obs. TREMBLANT PARK</td>
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At Sudbury, the Baggage-dormitory 3008 and the Dining Car EMPRESS were removed from Train No. 1; the FP7A 1421, the Skyline Dome 517 and the Dome-Observation TREMBLANT PARK were removed from Train No.11. The remaining sixteen cars were marshaled behind CPR 1409-1907-1423 for the run to Vancouver as Train No.1.

\(^{(1)}\) Consist data compiled by Doug R. Phillips
The Canadian
SCENIC DOME • DÔME PANORAMIQUE
STAINLESS STEEL STREAMLINER
VOITURES MODERNES EN ACIER INOXYDABLE
ITINÉRAIRE — TRANSCONTINENTAL — SCHEDULE
ALL SPACE RESERVED - NO EXTRA FARE
TOUS SIÈGES RÉSERVÉS SANS FRAIS ADDITIONNELS

For your added convenience, seats may be reserved for dinner in the deluxe Dining Room car.
Pour plus de commodité, vous pouvez réserver vos sièges pour le dîner dans la voiture-restaurant.

A typical timetable for THE CANADIAN, Train No. 1 to/from Montreal and Sudbury and Train No. 11/12 to/from Toronto and Sudbury circa 1966. The Montreal – Sudbury trip took 10 hours; Toronto to Sudbury was a 6 hour run; the trains met within 30 minutes of each other.
Westmount Station – Montreal 1974
Ron Richie photo

WESTMOUNT STATION

The first station of many along the line to Vancouver out of Montreal’s Windsor Station was Westmount Station, some 2 miles out. It was located across the double track main line (opposite side of chain link fence in photo) from Glen Yard (track in lower right corner of photo).

The brick station was built in 1907 (the 2nd station at that location); in 1923 the glass annex was added; the station closed for passenger service in 1983. It is classed as a Heritage Railway Station in 1994. Just east of the station was a two storey switch control tower (see next page).
On this fall day in 1963 we see that **THE CANADIAN**, Train No. 1, has left Montreal’s Windsor Station 2 miles behind and is passing the two storey brick tower from which the tower operator controlled the crossover switches on the main lines and the Glen Yard throat switches. CPR FP9A No. 1414 leads a trailing B-unit, a 4400 series baggage-express boxcar in the tuscan red colour (built in 1928 and originally used in silk service), plus 10 stainless steel cars as it heads for Sudbury, Ontario, and then Vancouver, B.C. The car between the baggage car and the Skyline dome is a U-series tourist sleeper of which Train No. 1 usually had one from Montreal to Sudbury. The 2881 mile journey to Vancouver took just under 72 hours.
OTTAWA UNION STATION

An important stop for the Montreal section of THE CANADIAN from 1955 until 1966 was Ottawa’s Union Station on Rideau Street. The station was built for the Grand Trunk Railway starting in 1902; it opened in 1912 and was named GTR Central Station. The Canadian Pacific Railway did not start using the station until January 1920; the station was then renamed Union Station. The station closed on 31 July 1966 after which trains used the new Ottawa Station on Tremblay Road. The station is a National Historic Site; it is today a Government of Canada Conference Centre.
THE CANADIAN crossing the Royal Alexandra Bridge circa (spring) 1960
Michel Lajoie Photo - Denis Gagnon Collection

THE ROYAL ALEXANDRA BRIDGE

After departing Ottawa’s Union Station, CPR Train No. 1, **THE CANADIAN**, westbound, led by CPR FP7A No. 1416, crosses the Ottawa River into Hull, Quebec, over the Royal Alexandra Bridge. Canada’s Parliament Buildings are at the right of the photo.

The Royal Alexandra Bridge is a 5-span truss bridge, 1848 feet long; the piers are 95 feet high. It was built in 1898-1900 by the Dominion Bridge Company for the Pontiac Pacific Junction Railway and the Ottawa-Gatineau Railway; it was taken over in 1902 by the Canadian Pacific Railway. In 1966 Ottawa’s Union Station closed and in December of that year removal of the rails on this bridge was authorized.
THE ‘NEW’ OTTAWA STATION

CPR FP7A No. 1404, F9B No. 1903 and FP9A No. 1409 are the road power this day on CPR Train No. 1, THE CANADIAN, from Montreal as it stops at the ‘new’ Ottawa Station two years after it opened on Tremblay Road. Behind the power is a baggage car in the tuscan red colour. The CPR did not hesitate to use passenger cars that were not stainless steel when heavy summer traffic volumes demanded; either light weight smooth-sided baggage cars or heavyweight sleepers or even head end boxcars equipped for passenger service. The A-B-A road units here are a typical lash-up out of Montreal for that era and are in the ‘script’ lettering, which lasted only from 1965 until the ‘action red’ livery was adopted in 1968.
THE CANADIAN at Ottawa Station 22 Oct 1974 – Bruce Chapman photo

THE ‘NEW’ OTTAWA STATION

Here we see Train No. 2, THE CANADIAN eastbound at Ottawa Station in 1974. Although FP7A’s, FP9A’s, F7B’s and F9B’s were typical on the Montreal section of the train, here we see Montreal Locomotive Works (MLW) FA-2 No. 4050 on the point and MLW FPA-2 No. 4095 trailing with a short 6-car consist. The engines had brought the Toronto section of THE CANADIAN, Train No. 11, up to Sudbury. According to Bruce Chapman, who took the photo, the 4050 was scheduled for a regular inspection in Montreal the next day so off came the 1400’s that had brought Train No. 2 from Vancouver into Sudbury and on went the two units in the photo, now headed to Montreal. The 1400’s took Train No. 12 from Sudbury to Toronto. Are you confused yet? I know I was...
A LAST LOOK AT THE MONTREAL SECTION

CPR FP9-A No. 1406 and F9B No. 1905, typical road power for that era, stand at the station at Renfrew, Ontario, MP58.8 on the Chalk River Subdivision, with the Montreal section of Train No. 1, THE CANADIAN. This must be a long train as there are 3 baggage cars behind the power.

In 1953 Canadian Pacific acquired FP7A engines No. 1400-1404 from GMD; in 1954 acquired FP9A’s No. 1405-1415; in 1952 acquired FP7A’s No. 1416-1418; in 1951-52 acquired FP7A’s No.1419-1434. In 1954 CPR acquired F9B’s No. 1900-1907; in 1951 acquired F7B’s No. 1908-1911 and in 1952 acquired F7B’s No. 1912-1919. These 55 units formed the backbone of the motive power that was assigned to THE CANADIAN.\(^{(1)}\)

Note (1): some of these units were renumbered for use on THE CANADIAN.
A LAST LOOK AT THE TORONTO SECTION

Although General Motors Diesel (GMD) ‘A’ cab units and ‘B’ units formed the backbone of the motive power fleet for THE CANADIAN, it was not uncommon to see other units on Canadian Pacific’s premier train, particularly on the Toronto section.

Here we see Montreal Locomotive Works (MLW) RS-10 No. 8579 (built in 1956) and RS-10 No. 8563 stopped with Train No. 12, the Sudbury to Toronto section of THE CANADIAN, at Alliston, Ontario, MP44.7 of the CPR MacTier Subdivision.

Montreal Locomotive Works FA-2’s and FPA-2’s as well as General Motors Division GP9’s, among others, have also been used.
Sudbury Station 1910 – Unknown photographer

SUDBURY STATION

Built in 1907, the station at Sudbury was a beehive of activity twice per day when THE CANADIAN was split or combined there. The large two-storey building to the left of the station is the Canadian Pacific Railway’s office, baggage and express building.

No. 1 would arrive from Montreal at about the same time that No. 11 arrived from Toronto. Each train would carry, among other cars, 2 engines, a baggage-dormitory, a Skyline dome, a dining car and a Park car. One engine, a baggage car, a Skyline car, a dining car and one Park car would be cut off. The trains would then be combined without these cars and head west with 3 engines. On the eastbound run No. 2 would be split and a few cars added before heading east as Trains 2 & 12.
SWITCHING THE CANADIAN AT SUDBURY, ONTARIO

Two scenes of THE CANADIAN being switched at Sudbury, Ontario, after the arrival of Train No. 2 from Vancouver. In the upper photo, CPR No. 1427 (left track) is ready to depart for Toronto with Train No. 12; CPR No. 1415 (right track) is ready to depart for Montreal with No. 2. In the lower photo, CPR No. 1416 sits with Train No. 2 bound for Montreal while the Toronto section, Train No. 12, left, is still being switched.
LAST DEPARTURE OF ‘THE CANADIAN’
FROM WINDSOR STATION – MONTREAL
28 OCTOBER 1978

A switcher has pushed the six cars of the last train the two miles from Glen Yard into the dead end track, Track 3, at Windsor Station in Montreal where it is boarding passengers for the last time; departure is scheduled for 12:05 on 28 October 1978. After the road power has backed onto the train from Glen Yard and starts its three day haul to Vancouver, the dome-observation car Prince Albert Park (seen here) will be the last car of THE CANADIAN over the tracks.
LAST RUN OF ‘THE CANADIAN’
AT OTTAWA STATION

At Ottawa Station 28 October 1978 – Bruce Chapman Photo

Departing Ottawa Station 28 October 1978 – Peter Layland Photo
LAST RUN OF ‘THE CANADIAN’
AT BELLS JUNCTION

With the three engines, CPR FP9A No. 1412, F9B No. 4478 (renumbered from 1907), FP7A No. 1432 and the six stainless steel car consist gleaming, the last train is seen here entering the Carleton Place Subdivision from the Beachburg Subdivision near Bells Junction, Ontario. Twenty three plus years of THE CANADIAN going through these places is over.
LAST RUN OF ‘THE CANADIAN’
AT RENFREW – THE END

Renfrew, Ontario, MP58.8 on the Chalk River Subdivision
Both Photos: Bruce Chapman
GRAND COULEE - SASKATCHEWAN

The reader may well wonder why Grand Coulee, Saskatchewan, MP102.9 on the CPR Indian Head Subdivision, would appear in this article. Well, the last westbound run of THE CANADIAN, Train No. 1 from Montreal, had to pass eastbound Train No. 2 from Vancouver somewhere; it might have been Grand Coulee, but we just don’t know where.

What we do know: the first Train No. 1, THE CANADIAN, which left Windsor Station on 24 April 1955, passed the first eastbound Train No. 2, which left Vancouver’s Waterfront Station on 24 April 1955, at Grand Coulee, SK., on the double track 10 minutes west of Regina, on Tuesday 26 April 1955 at 3:40 am. (2)

(2)Source: Doug Phillips

COMING SOON TO CANADIAN RAILWAY OBSERVATIONS:

THE CANADIAN

Volume 1B: The Canadian Pacific Era 1955 – 1978

In Western Canada