

THE CANADIAN

60 Years of Transcontinental Passenger Service

1955 - 2015



VOLUME 3:

**MOTIVE POWER & PASSENGER EQUIPMENT
CANADIAN PACIFIC RAILWAY & VIA RAIL 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, 3, focuses on samples of the motive power, head end equipment and passenger cars for Canadian Pacific Railway's '**THE CANADIAN**' and VIA Rail Canada's **CANADIAN**, from 1955 to the present day.

The author wishes to express thanks to the following individuals who kindly provided photos and/or information for this volume: Andy Cassidy, Bruce Chapman, Peter Cox, Mark Forseille, Jim Parker, Claude Prutton, Wilco van Schoonhoven (cprdieselroster.com), Ron Visockis, Dale Wilson and Canadian Trackside Guide. A special thanks to Bruce Chapman for reviewing this volume.

Photo Credits: All photos are used with the permission of the photographers.

Cover Photo: Canadian Pacific Train No. 1, **THE CANADIAN**, pulls into Field, B.C. on 14 May 1963 – Peter A. Cox Photo



VIA 1407, CPR 8522 & VIA 1413 with VIA No. 1 at Yoho, B.C. 26 Jul 1981

Cor van Steenis Photo

THE CANADIAN

MOTIVE POWER

CANADIAN PACIFIC RAILWAY & VIA RAIL CANADA



CPR FP9A 1410 Ottawa West 04 Jul 1966 Bruce Chapman Photo

IN SERVICE ON CPR'S '*THE CANADIAN*'

The CPR assigned a number of engines for use on *THE CANADIAN*, some twenty-six were sold to VIA Rail Canada in October of 1978:

- five FP7A engines No.'s 1400-1404 (blt 1953); 1400, 1402-1404 to VIA;
- eleven FP9A's No.'s 1405-1415 (blt 1954); 1405-1407, 1409-1414 to VIA;
- three FP7A's No.'s 1416-1418 (blt 1952); 1416 & 1418 to VIA;
- sixteen FP7A's No.'s 1419-1434 (blt 1951-52); 1422-1425, 1432 to VIA;
- eight F9B's No.'s 1900-1907 (blt 1954); 1900-1901, 1903, 1905, 1907 to VIA
- four F7B's No.'s 1908-1911 (blt 1951); none sold to VIA, and
- eight F7B's No.'s 1912-1919 (blt 1952); none sold to VIA.

The above 55 units (35 'A' units & 20 'B' units) formed the backbone of the motive power fleet that was assigned to *THE CANADIAN* and other trains. ⁽¹⁾

(1) some of the above units were renumbered from the 4000 series (A units) and the 4400 series (B units) for service on *THE CANADIAN* and were later renumbered back again.



CPR FP9A No. 1412 at Canoe, BC, 01 June 1967 Jim Parker Photo

IN SERVICE ON CPR's 'THE CANADIAN'

CPR FP7A No. 1404 Vancouver 15 Apr 1978 Claude Prutton Photo





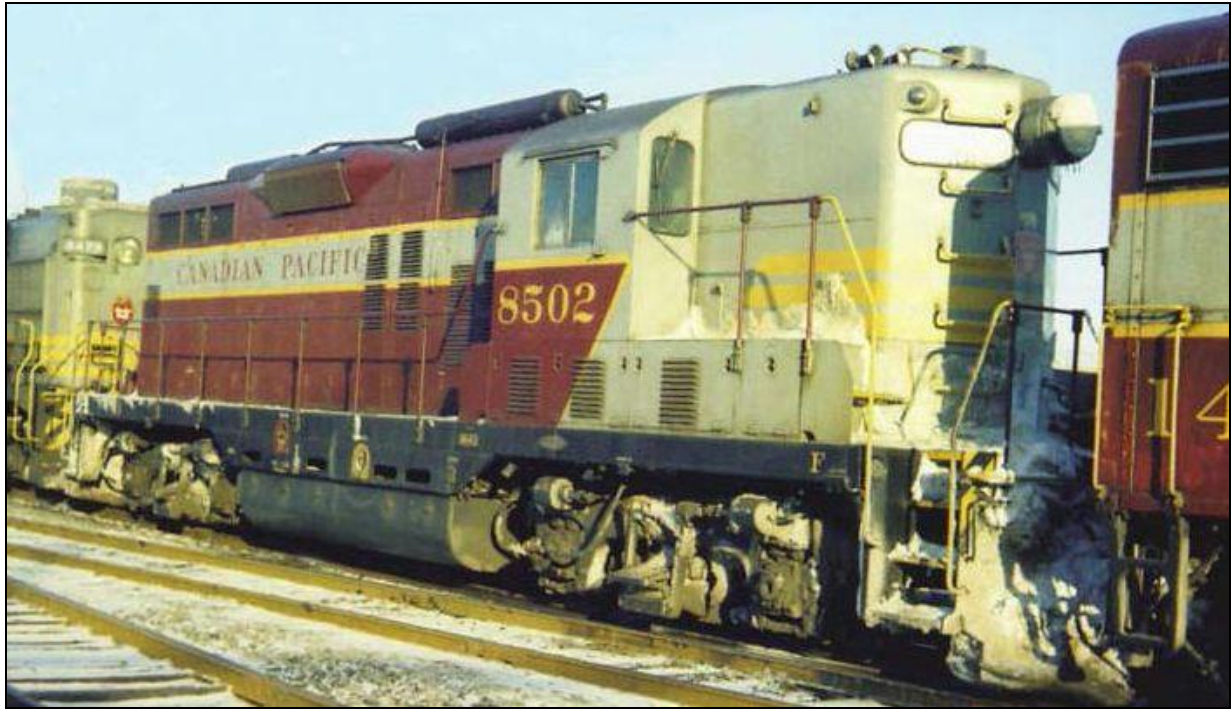
CPR F9B No. 1904 at Ottawa 21 Jan 1967 Bruce Chapman Photo

IN SERVICE ON CPR'S *'THE CANADIAN'*

In 1954 Canadian Pacific acquired eight F9B's (No.'s 1900-1907) for service on ***THE CANADIAN***. NO. 1904 is seen here in the original 'block' lettering (above) and the last 'action-red' CP Rail livery (below).

CPR F9B No. 1904 at Glen Yard Montreal 13 Nov 1969 Bruce Chapman Photo





CPR GP9 No. 8502 at Ottawa Union Station 09 Jan 1966 Bruce Chapman Photo

IN SERVICE ON CPR'S 'THE CANADIAN'

A number of Canadian Pacific's GP9's were equipped with a steam generator and a larger fuel tank for service on **THE CANADIAN**; the air tanks were moved to the roof. Some were stationed along the route as 'guard' units in the event of a failure of one of the assigned units.

CPR GP9 No. 8511 at Golden, BC, 12 Aug 1981 Cor van Steenis Photo





VIA FP7A No. 6566 (ex- VIA 1422, exx-CP 4066, exxx CP 1422,nee- CP 4066);
wrecked at Dalehurst, AB, 1986;

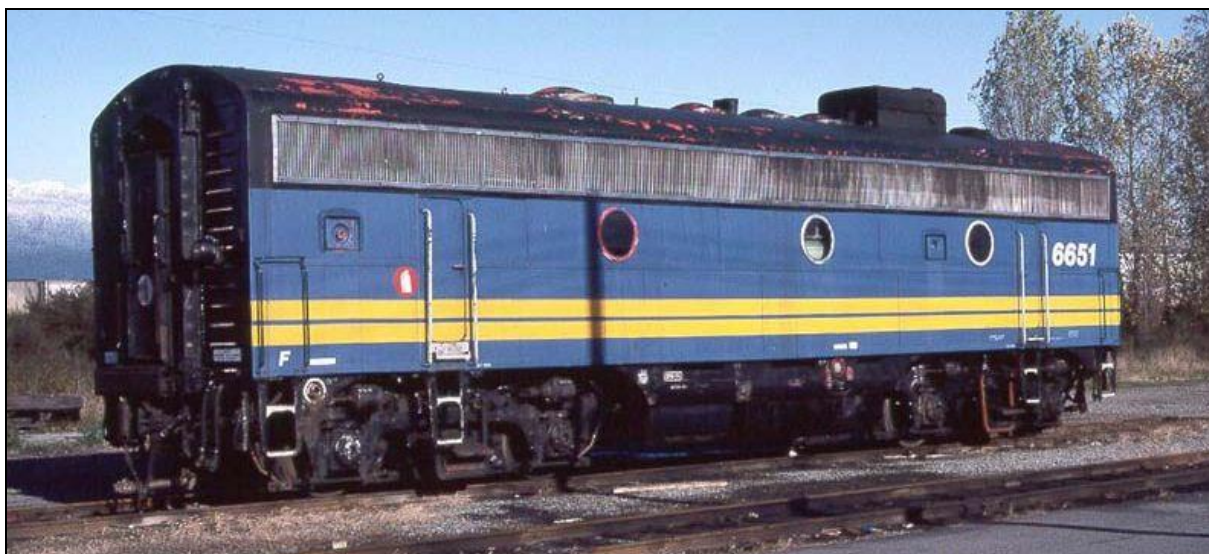
Vancouver 07 May 1985 Claude Prutton Photo

FORMERLY IN SERVICE ON VIA's 'CANADIAN'

A number of Canadian Pacific's 'A' and 'B' units were repainted from the 'action-red' livery to VIA's blue and yellow livery; these units were retired as the new VIA F40PH-2's came into service between 1986-89.

VIA F9B No. 6651 (ex-VIA 1962, exx-CP 4474, nee-CP 1901)

Vancouver 10 Oct 1984 Claude Prutton Photo





VIA RS-10 No. 8558 (ex-CPR RS-10 No. 8558) Vancouver 14 Nov 1979
Claude Prutton Photo

FORMERLY IN SERVICE ON VIA's 'CANADIAN'

VIA 8558 was the third engine on VIA No. 1 on 01 May 1981 through Winnipeg;
VIA 6512 was the lead engine on VIA Train No. 2 on 30 Sep 1985 through Banff.

VIA FP9A No. 6512 (ex-CNR) & VIA F9B No. 6610 (ex-CNR) Edmonton 07 Jul 1981
Cor van Steenis Photo





VIA 6444 at Jasper, AB, 01 October 1994 Cor van Steenis Photo

IN SERVICE ON VIA's 'CANADIAN'

To replace the aging locomotive fleets bought from CPR and CNR in 1978, VIA ordered 59 new F40PH-2's built by General Motors Electro-Motive Division in London, ON., as follows:

- Nov 1986-Jan 1987 – VIA 6400 – 6419 (20 units)
- Jul 1987-Aug 1987 – VIA 6420 – 6429 (10 units)
- Apr 1989-Jul 1989 – VIA 6430 – 6458 (29 units)

The locomotives were rated at 3000 HP, weighed 262,000 lbs., were 56'-2" long over the couplers, had 1800 gallon fuel tanks and were equipped with a V-16 645E3 diesel prime mover and a 500kW, 480 volt HEP generator gear-driven from the prime mover. The units were known as 'screamers' as the prime movers had to run at high rpm even at station stops to provide a constant voltage output to the cars. The locos top speed was 90-95 mph. The original livery was gray with a yellow cab as seen above; VIA 6423 and 6447 were retired (wrecked) in this livery.



VIA 6418 at Jasper, AB., 11 April 2010 Cor van Steenis Photo

IN SERVICE ON VIA'S 'CANADIAN'

In late 1999 the F40PH-2's received a livery update with the addition of a wider blue stripe, a larger Canadian maple leaf flag and the word 'CANADA' on the side and 'Canada' on the nose. Some of the units never received this updated livery or were retired in this livery:

- VIA 6422 was wrecked at Acton, ON., on 09 Nov 1999;
- VIA 6423 was wrecked at Thamesville, ON., on 23 Apr 1999;
- VIA 6430 was wrecked at Bowmanville, ON., on 23 Nov 1999;
- VIA 6447 was wrecked near Biggar, SK., on 03 Sep 1997;
- VIA 6450 was wrecked at Miramichi, NB., on 30 Jan 2000.



VIA 6408 at Jasper, AB. 25 April 2010, Cor van Steenis Photo

IN SERVICE ON VIA's 'CANADIAN'

Various wraps were used on the locos to commemorate events or advertise; here are a few:

- VIA 6401, 6406, 6408 & 6434 carried Spiderman 2 livery
- VIA 6403 carried CBC 50th Anniversary livery
- VIA 6411 carried Operation Lifesaver livery
- VIA 6414 carried Loto-Quebec livery
- VIA 6429 carried Telus/2010 Vancouver-Whistler Olympic Games livery
- VIA 6445 carried Grey Cup 100th Anniversary livery in 2012

VIA 6411 at Jasper, AB, 11 April 2010, Cor van Steenis Photo





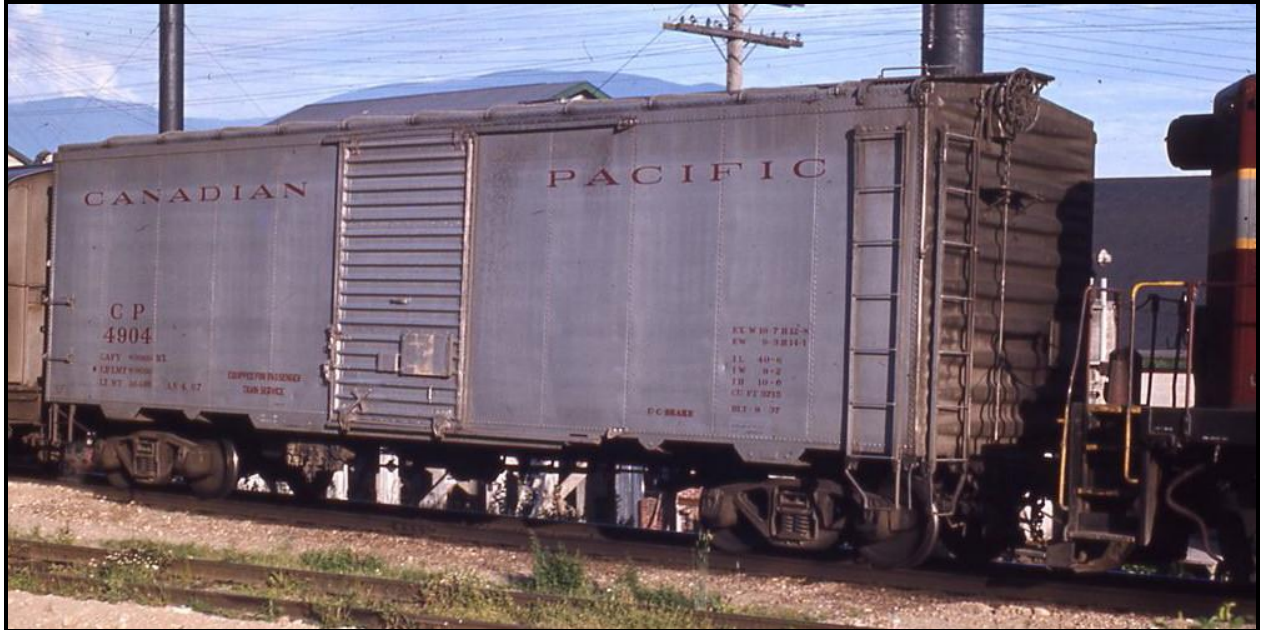
VIA 6432 on VIA No. 1 at Braid, Mile 145.0,
CNR New Westminster Subdivision 17 Mar 2012

Andy Cassidy Photo

IN SERVICE TODAY ON VIA's 'CANADIAN'

In 2006, VIA 6400 was the first F40PH-2 rebuilt by CAD Industries Ltd. of Lachine, QC., but without a separate HEP generator. In December of 2007, VIA announced a program to rebuild the rest of the fleet, 52 more units, at a cost of \$100 million. CAD completed this rebuild program on 20 Nov 2012 with the release of VIA 6453. The work included a separate HEP diesel-generator (in the rear roof bulge), anti-corrosion body treatment, overhauled prime mover, a third headlight, upgraded cab with a third (jump) seat, upgraded controls, cab air conditioning and a new '*Renaissance*' livery.

VIA today (Mar 2015) has 53 rebuilt F40PH-2's (VIA 6400, in its new livery, derailed on 25 Feb 2010 at St-Charles-de-Bellechasse, QC., and was retired). VIA 6403 was renumbered to VIA 6459 on 23 Jul 2013 to avoid conflict with the 6403 which now appears on the Canadian \$10 bill. They are 6401-02, 6404-21, 6424-29, 6431-46, 6448-49 & 6451-59.



CPR Box Express Car No. 4904 on CP No. 2 at Canoe BC

01 June 1967

Jim Parker Photo

Head end cars were added to CPR's ***THE CANADIAN*** to handle excess passenger baggage or express items. These cars, such as the second class bulk mail car (above), which ran between Calgary and Vancouver, and was painted aluminum to match the rest of the consist, were common on ***THE CANADIAN***.

THE CANADIAN

HEAD END EQUIPMENT

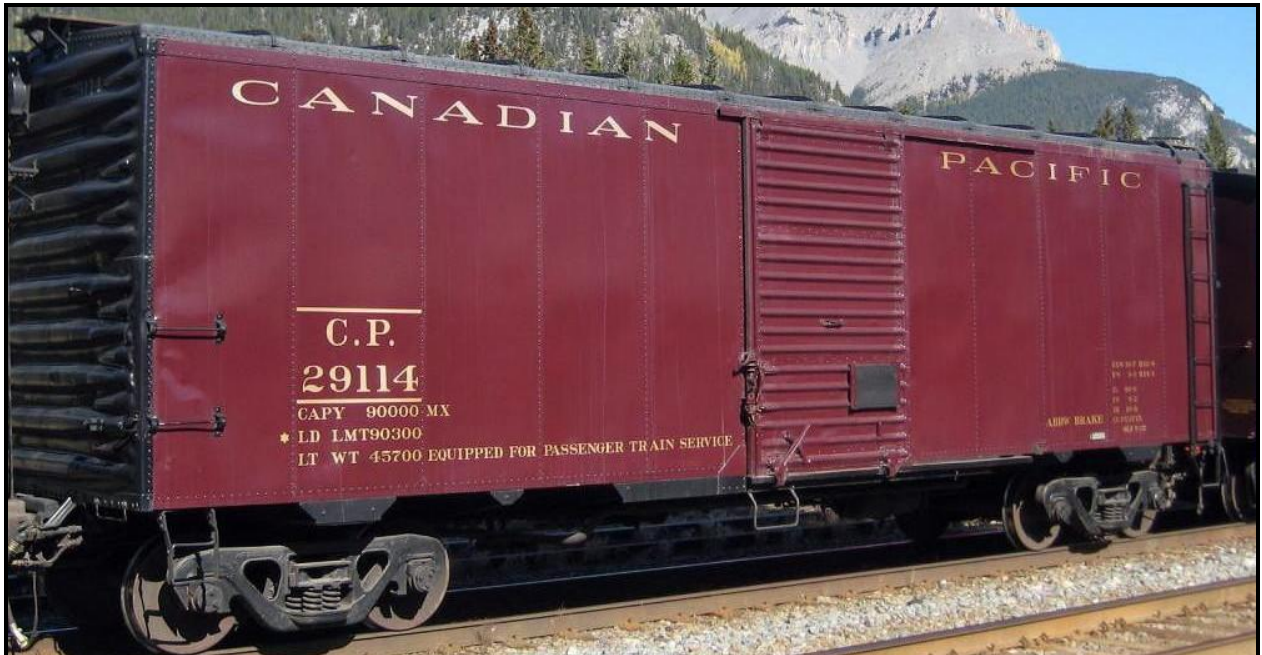
CANADIAN PACIFIC RAILWAY & VIA RAIL CANADA



CPR Baggage Express 4459 at Toronto Sep 1960 Jim Parker Photo

HEAD END EQUIPMENT ON CPR's *'THE CANADIAN'*

CPR 29114 at Banff 26 Sep 2008 Cor van Steenis Photo





VIA Steam Generator Unit No. 15420

Built in 1956 by Canadian Car & Foundry as CNR No. 15420

Unknown Photographer, Mark Forseille Collection

FORMER STEAM GENERATOR UNITS

Steam Generator Units were used by VIA on its **CANADIAN** from 1978 until the end of 1993 when all of the stainless steel Budd-built cars were converted to Head End Power. Eighty-seven of these cars, all former Canadian National SGU's, were taken into VIA's fleet in 1978; all were numbered in the 15400 series. These cars were commonly seen in winter behind the VIA F40PH-2's on both the southern route and the northern (until the end of 1993) as, even though the F40PH-2's were Head-End Powered for electric train heating, the cars were not all converted from steam heating to HEP until the end of 1993.



CPR 4722 Baggage-Express at Toronto May 1967 Jim Parker Photo

FORMER BAGGAGE - EXPRESS CARS

CPR Baggage-Express Cars No.'s 4701-4789 were built between Oct 1952 and October 1953 by Canadian Car & Foundry. A number were painted an aluminum colour to try to match the stainless steel cars of **THE CANADIAN** (above). As well, a number of former CNR baggage-express cars were used on VIA's **CANADIAN** on the CPR route between 1978 and January of 1990 (below).

ex-VIA 9665, ex-CN 9665 Cranbrook 02 Oct 1998 Cor van Steenis Photo





CANADIAN PACIFIC No. 1, *THE CANADIAN*, enters Field B.C. 14 May 1963

Peter A. Cox Photo

THE CANADIAN
PASSENGER CARS

CANADIAN PACIFIC RAILWAY & VIA RAIL CANADA



CPR Skyline Dome 517 - 1955 Builder's Photo

THE ORIGINAL CANADIAN PACIFIC CAR ORDERS

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. The cars were used to stock the new CPR transcontinental train '*The Canadian*' and were used to upgrade CPR's '*Dominion*' and other trains. 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)
- 42 Manor sleepers (14301-14342)
- 18 Dining cars (16501-16518)
- 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.



CPR Baggage-Dormitory 3017 Toronto May 1967

Jim Parker Photo

THE BAGGAGE-DORMITORY CARS

Canadian Pacific acquired 18 stainless baggage-dormitory cars for **THE CANADIAN** (and THE DOMINION) from Budd; they were built between October of 1954 and January of 1955 and were numbered CPR 3000-3017; later renumbered to CP 600-617; under VIA they carry the numbers 8600-8116, although all of these numbers are not used; 13 of the cars remain in VIA's fleet today.

The dormitory part was used as crew quarters; in 1980-81 VIA removed the crew accommodation as it was not suitable for both male and the new female staff which were then becoming a part of the train crew.

In addition, in 1991 VIA acquired another 6 stainless steel baggage cars from Union Pacific; they are numbered VIA 8618-8623.



CP Rail 601 Baggage-Dormitory 26 Jul 1974 Vancouver Claude Prutton Photo

THE BAGGAGE-DORMITORY CARS

VIA 8600 Baggage at Jasper, 01 Oct 1994 Cor van Steenis Photo





CPR **URBAN** (ex-Gould, nee-Ponoka) Vancouver Norm Fisher Photo - Dale Wilson Collection

FORMER U-SERIES TOURIST SLEEPERS

Canadian Pacific converted 22 'G' series heavyweight sleepers to 'U' series tourist sleepers in 1955 for use on **THE CANADIAN**. They were placed behind the baggage-dormitory car in the consist; usually 3 cars. The cars were named: Udall, Uganda, Ullswater, Ulster, Ulysses, Umber, Underwood, Unicorn, Unity, Universe, Unwin, Uplands, Upsala, Upton, Uranus, Urban, Uren, Urquhart, Usher, Utica, Utopia and Uxbridge. They last ran in Oct. 1965; they were all scrapped by the end of 1968.

CPR **UNITY** (ex-Gambit, nee-Portrush) Vancouver 9-63 Stan Styles Photo - Dale Wilson Collect.





CPR Coach No. 111 June 1967 Canoe BC

Jim Parker Photo

THE COACHES

Canadian Pacific acquired 30 stainless steel coaches for **THE CANADIAN** (and THE DOMINION), seating 62 persons each, from Budd; they were built between April and August of 1955 and numbered CPR 100-129; under VIA they carry the numbers 8100-8129, although all of these numbers are not used. Five of the coaches, 111, 114, 115, 121, 128 were wrecked, retired or are stored.

VIA Rail also acquired an additional 18 stainless steel coaches from various American sources between the late 1980's and early 1990's. These cars were all built by Budd and are numbered VIA 8130-8147; they are all in service except 8136 which is stored.

All of the coaches were re-manufactured in Montreal by AMF Technotransport between 1990 and 1993 and Head-End Power equipped; VIA 8145-8147 are equipped with a snack bar and seat 60 passengers.



CP Rail Coach No. 115, Vancouver 24 Jul 1977 Claude Prutton Photo

THE COACHES

VIA Coach 8122 (ex-CPR 122), Jasper, AB., 25 April 2010 Cor van Steenis Photo





CPR 2247 Day Coach, Sudbury, ON. Sep 1976 Jim Parker Photo

FORMER COACHES

The 68 seat lightweight coaches were built circa 1950; this 2200 series was numbered CPR 2200-2298 and they were originally painted tuscan with gold lettering before being painted aluminum to somewhat match the colours of ***THE CANADIAN***. They were placed behind the baggage-dormitory car when in CP service. Fifteen of these cars were transferred to VIA in 1978 (no.'s between 2239-2293); were still in service in 1979.

CP Rail 2293 Day Coach, Vancouver, BC, 14 Aug 1977 Claude Prutton Photo





CPR 517 Skyline Dome 1955 Builder's Photo

THE SKYLINE DOMES

Canadian Pacific acquired 18 stainless steel Skyline Dome cars for ***THE CANADIAN*** (and THE DOMINION), from Budd; they were built between November of 1954 and February of 1955 and numbered CPR 500-517; today they are numbered VIA 8500-8517, although 508 was retired in 1982 and 513 was wrecked at Dalehurst, AB., in 1986.

When built, these cars had a 26 seat coach section on the lower level, a 6 seat passenger buffet & kitchen under the dome, a 17 seat lounge and a 24 seat passenger dome section.

When VIA acquired the cars, they were configured with: a 26 seat coach section, and a six seat snack bar plus 24 seats in the dome.

Today these dome cars are configured with: 24 seat dining room, 24 seats in second floor dome, galley, snack bar and lounge. They are all Head-End Power equipped.



CP Rail **Skyline Dome 500** 24 Sep 1978 Vancouver Claude Prutton Photo

THE SKYLINE DOMES

VIA **Skyline Dome 8503** 10 April 2010 Jasper, AB, Cor van Steenis Photo





CPR 14315 Sleeper **CARLETON MANOR**, Toronto, May 1967 Jim Parker Photo

THE '*MANOR*' SLEEPERS

Canadian Pacific acquired 71 stainless steel sleeping cars for **THE CANADIAN** (and THE DOMINION); 42 of them were '**MANOR**' cars built by Budd between Nov 1954 and Apr 1955, named by the CPR after prominent early English Canadian explorers and administrators, numbered CPR 14301-14342; today 40 of them remain and carry the VIA numbers 8301-8342 (except 8304, Aylmer Manor, and 8323, Dufferin Manor). They were re-manufactured between 1990 and 1993 by AMF Technotransport in Montreal and equipped with Head-End Power. Today they are configured with: 3 sets of upper/lower berths, 4 single bedrooms and 6 double bedrooms.

CPR 14339 Sleeper **SHERWOOD MANOR**, Toronto 1959 Jim Parker Photo



THE 'MANOR' SLEEPERS

Canadian Pacific 1955-1978 (No. 14301-14342)

VIA Rail 1978-2015 (No. 8301-8342)

- | | |
|---|---|
| <ul style="list-style-type: none">• 14301 (8301) Abbot Manor• 14302 (8302) Allan Manor• 14303 (8303) Amherst Manor• 14304 (-----) Aylmer Manor• 14305 (8305) Bayfield Manor• 14306 (8306) Bell Manor• 14307 (8307) Blair Manor• 14308 (8308) Bliss Manor• 14309 (8309) Brant Manor• 14310 (8310) Brock Manor• 14311 (8311) Burton Manor• 14312 (8312) Butler Manor• 14313 (8313) Cabot Manor• 14314 (8314) Cameron Manor• 14315 (8315) Carleton Manor• 14316 (8316) Christie Manor• 14317 (8317) Cornwall Manor• 14318 (8318) Craig Manor• 14319 (8319) Dawson Manor• 14320 (8320) Douglas Manor• 14321 (8321) Draper Manor | <ul style="list-style-type: none">• 14322 (8322) Drummond Manor• 14323 (-----) Dufferin Manor• 14324 (8324) Dunsmuir Manor• 14325 (8325) Elgin Manor• 14326 (8326) Franklin Manor• 14327 (8327) Fraser Manor• 14328 (8328) Grant Manor• 14329 (8329) Hearne Manor• 14330 (8330) Hunter Manor• 14331 (8331) Jarvis Manor• 14332 (8332) Laird Manor• 14333 (8333) Lorne Manor• 14334 (8334) Macdonald Manor• 14335 (8335) Mackenzie Manor• 14336 (8336) Monck Manor• 14337 (8337) Osler Manor• 14338 (8338) Rogers Manor• 14339 (8339) Sherwood Manor• 14340 (8340) Stuart Manor• 14341 (8341) Thompson Manor• 14342 (8342) Wolfe Manor |
|---|---|



CP Rail 14310 **BROCK MANOR**, Vancouver, 11 Nov 1979 Claude Prutton Photo

THE 'MANOR' SLEEPERS

VIA 8310 **BROCK MANOR**, Jasper, AB, 23 Aug 2009 Cor van Steenis Photo





CPR Dining Car 16515 **PRINCESS**, Field BC 14 May 1963 Peter A. Cox Photo

THE DINING CARS

Canadian Pacific acquired 18 stainless steel dining cars for ***THE CANADIAN*** (and *THE DOMINION*), named after Canadian hotels; today seating 48 persons, from Budd; they were built between February and April of 1955 and numbered CPR 16501-16518 and were named: ACADIAN, ALEXANDRA, **ALHAMBRA**, ANNAPOLIS, **CARTIER**, **CHAMPLAIN**, EMERALD, EMPRESS, FAIRHOLME, FRONTENAC, IMPERIAL, KENT, LOUISE, PALLISER, PRINCESS, **SELKIRK**, **WASCANA** and YORK.

The cars shown in **red** are no longer in the VIA Rail fleet; 13 of the 18 cars remain.



CP Rail 16513 Dining Car **LOUISE** 12 Aug 1974 Vancouver Claude Prutton Photo

THE DINING CARS

VIA 8411 Dining Car **IMPERIAL**, Jasper, AB, 23 Aug 2009 Cor van Steenis Photo





CPR CHATEAU LA SALLE 1954 Builder's Photo

THE 'CHATEAU' SLEEPERS

Canadian Pacific acquired 71 stainless steel sleeping cars for **THE CANADIAN** (and THE DOMINION); 29 of them were '**CHATEAU**' cars built by Budd (Jul 1954- Nov 1954), named by the CPR after prominent early French Canadian explorers and administrators; numbered CPR 14201-14229; today all 29 of them remain and carry the VIA numbers 8201-8229. They were re-manufactured between 1990 and 1993 by AMF Technotransport in Montreal and equipped with Head-End Power. Today they are configured with: 3 sets of upper/lower berths, 8 single bedrooms, 1 triple bedroom, 3 double bedrooms. The cars are named CHATEAU ARGENSON, BIENVILLE, BRULE, CADILLAC, CLOSSE, DENONVILLE, DOLLARD, DOLLIER, IBERVILLE, JOLLIET, LASALLE, LATOUR, LAUZON, LAVAL, LEMOYNE, LEVIS, MAISONNEUVE, MARQUETTE, MONTCALM, PAPINEAU, RADISSON, RICHELIEU, RIGAUD, ROBERVAL, ROUVILLE, SALABERRY, VARENNES, VERCHERES and VIGER.

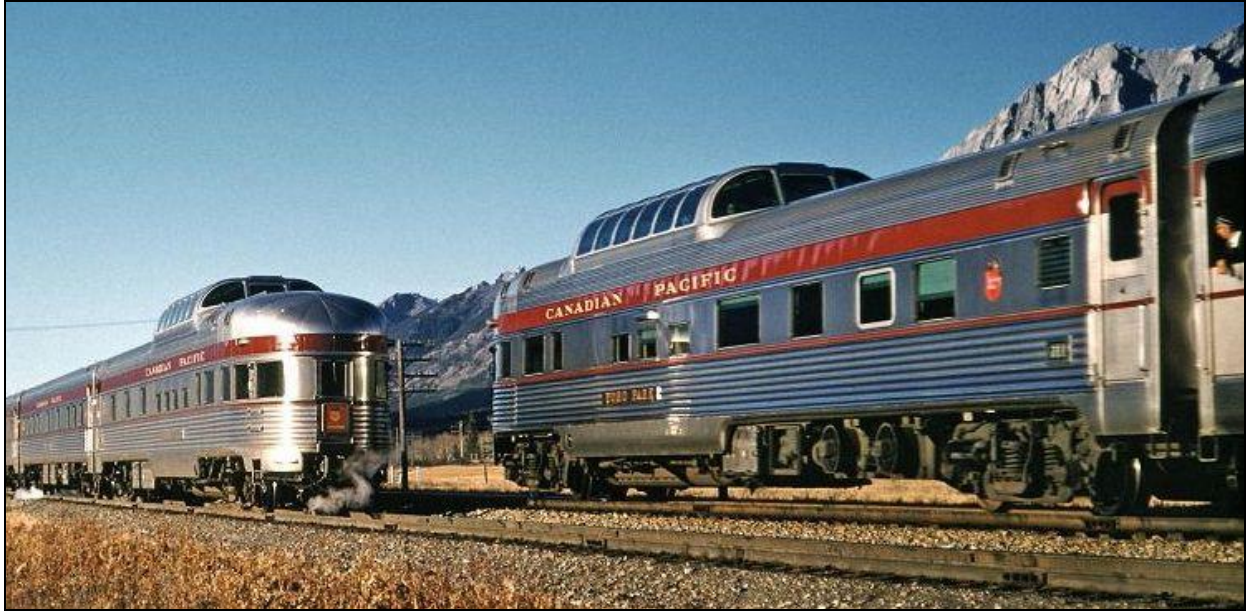


CP Rail 14203 **CHATEAU BRULE** Vancouver 14 Aug 1977 Claude Prutton Photo

THE 'CHATEAU' SLEEPERS

VIA 8220 **CHATEAU PAPINEAU**, Jasper AB, 23 Aug 2009 Cor van Steenis Photo





CPR Dome-Observation Cars pass at Canmore, AB. 06 Nov 1960

Robert J. Sandusky Photo

THE SLEEPER BUFFET-LOUNGE DOME OBSERVATION CARS

Canadian Pacific acquired 18 stainless steel sleeper buffet-lounge dome observation cars for *THE CANADIAN* (and THE DOMINION), from Budd; they were built between July and October of 1954 and numbered CPR 15401-15418. BANFF PARK was the first stainless steel dome car delivered by Budd on July 12th. At the front end of the car are 3 double bedrooms and one drawing room (identical to the 'Chateau' sleepers), a 13 seat rear panoramic observation lounge, a 12 seat mural lounge and 24 seat dome section. The cars are named after Canadian parks:

- Algonquin Park
- Assiniboine Park
- Banff Park
- Evangeline Park
- Fundy Park
- Glacier Park
- Kokanee Park
- Kootenay Park
- Laurentide Park
- Prince Albert Park
- Revelstoke Park
- Riding Mountain Park
- Sibley Park
- Strathcona Park
- Tremblant Park
- Tweedsmuir Park
- Waterton Park
- Yoho Park

14 of the 18 original cars remain in VIA's fleet; the cars in red are gone.



CP Rail 15410 **PRINCE ALBERT PARK** Vancouver 18 Jun 1978 Claude Prutton Photo

THE SLEEPER BUFFET-LOUNGE DOME OBSERVATION CARS

VIA 8710 **PRINCE ALBERT PARK**, Jasper 23 Aug 2009 Cor van Steenis Photo





VIA 1147 Sleeper ERWOOD Edmonton 04 Dec 1978 Cor van Steenis Photo

FORMERLY IN SERVICE ON VIA's 'CANADIAN'

When VIA took over the Canadian National fleet in 1978, it inherited a large number of steel cars built for CNR's ***SUPER CONTINENTAL***. The cars, like those shown on this page, were used on VIA's ***CANADIAN*** on the southern CPR route from the VIA takeover on 29 October 1978 until the last runs on 14 Jan 1990. The cars (other than SGU's until 1993) were not used after VIA took to the northern route in January of 1990.

VIA Dayniter 5728 Montreal, QC 29 May 1976 Ron Visockis Photo





2012-05-05 VIA Panorama Dome No. 1721 on VIA No. 1 at Cariboo Road, Mile 147.2, CNR New Westminster Subdivision, Andy Cassidy Photo(s)

IN SERVICE ON VIA's 'CANADIAN'



THE PANORAMA DOME CARS

VIA 1720-21-22

Three of these glass roofed coaches, named 'Panorama' cars by VIA Rail, were acquired in 2002 from the British Columbia Railway who had used them on their 'Whistler Northwind' service. Built in 2000 by Colorado Railcar on the center sills of ex-CNR Baggage cars 9623, 9639 & 9649, they have 74 seats (1720 has 71 seats, a galley and a service bar). Once used on VIA's SKEENA (Jasper to Prince Rupert), they are now used on VIA's **CANADIAN** between Edmonton and Vancouver.



VIA 8704 EVANGELINE PARK on VIA No. 1,
Mile 145.0, CNR New Westminster Subdivision
17 March 2012 Andy Cassidy Photo

A CLOSING OBSERVATION FROM THE DOME

From 14 transcontinental trips per week in each direction in Canada when CPR's ***THE CANADIAN*** and CNR's ***SUPER CONTINENTAL*** commenced operation in April of 1955 (plus other long distance services such as CPR's ***THE DOMINION***), we are left in April of 2015 with 2 transcontinental trains per week (3 in summer) in each direction from Toronto to Vancouver and return. One positive that has occurred from the massive VIA cuts in 1990 was that the 1955 CPR stainless scenic dome liner, now a VIA Rail train, is again the premier train it was intended by Budd Crump to be, albeit on a different (northern) route!

THE 'CANADIAN'..... THE END