

SUPER Streamliners

Dazzling passenger trains from the classic era of rail travel



ClassicTrains
MAGAZINE

The great Chicago–Twin Cities SPEED WAR

For three decades, North Western's *400*, Burlington's *Twin Zephyrs*, and Milwaukee's *Hiawathas* competed in this 400-mile corridor

BY JOE WELSH

Imagine you're a northern Illinois farmer on a humid summer morning in 1950. Your weekly visit to town finds you in tiny Lee (pop. 400), atop a small rise on the Burlington Route main line between Chicago and the Twin Cities of St. Paul and Minneapolis. The occasional barking dog is about all that interrupts the small-town silence. As you take a long swig on your RC Cola, you hear a diesel locomotive horn off to the southeast. It's a bit after 9 a.m., and the train's rapid approach around the curve off toward Shabbona tells you this is the *Morning Zephyr*. Seventy-one miles out of Chicago, the train has made one passenger stop (Aurora) and has seven more in its 356 additional miles before reaching St. Paul Union Depot. If on-time, train 21 will have covered the 427 miles in 6 hours 15 minutes, an average of almost 70 mph. It will end its run 10 miles and a half hour later at the Great Northern Station in Minneapolis, before turning on a wye and speeding back to Chicago.

Lee has five closely spaced grade crossings, but the *Zephyr* doesn't break stride as it barrels into town, the engineer hanging on the horn cord straight through. In just seconds the *Zephyr* is upon you with a *whoosh*; its twin E5's and seven stainless-steel cars—five of them domes—slam through the crossings. As you look toward Rochelle, you glimpse through the flying dust the orange neon TWIN CITIES ZEPHYR sign on the back of the





JOHN PROEBSTING COLLECTION

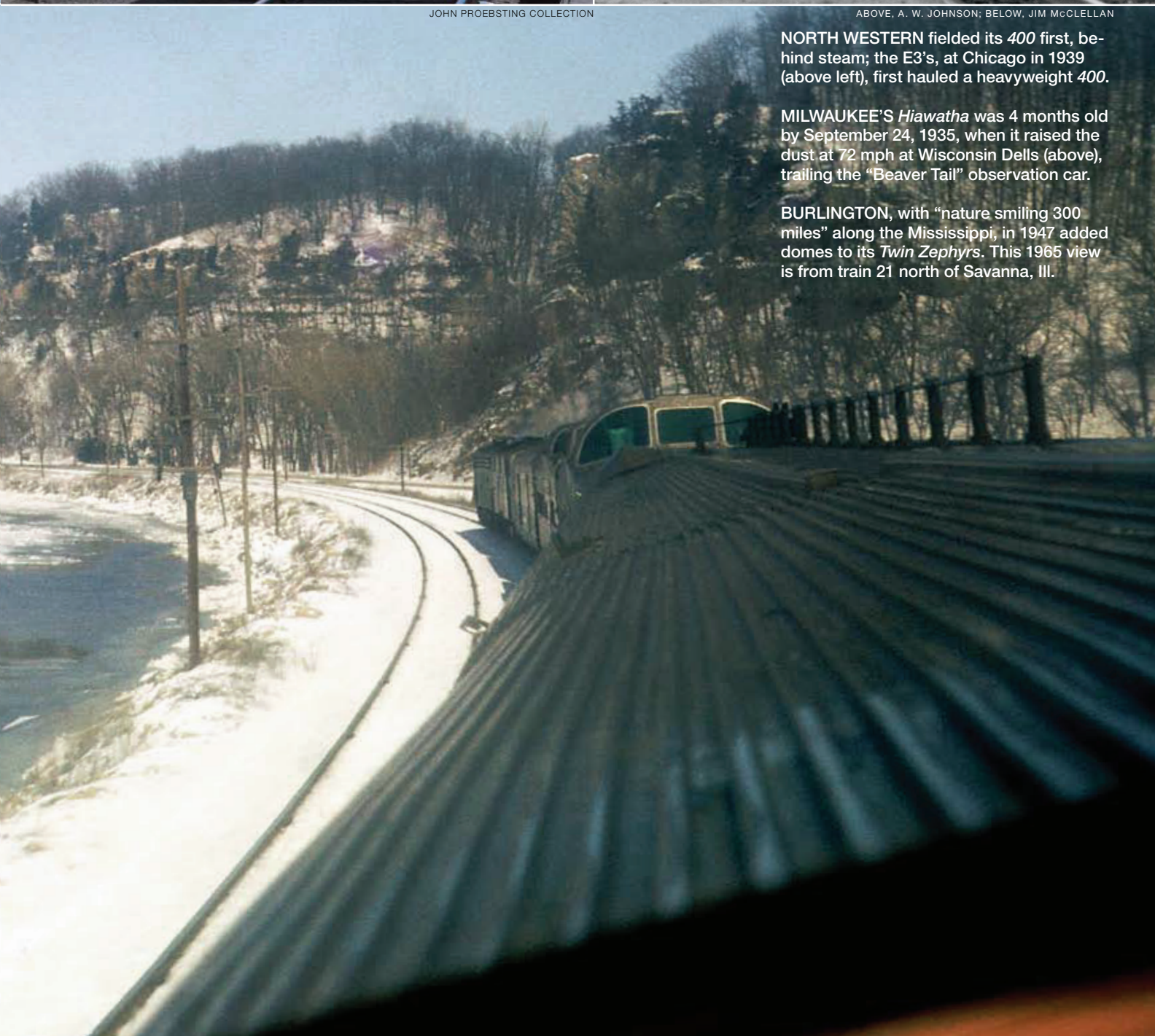


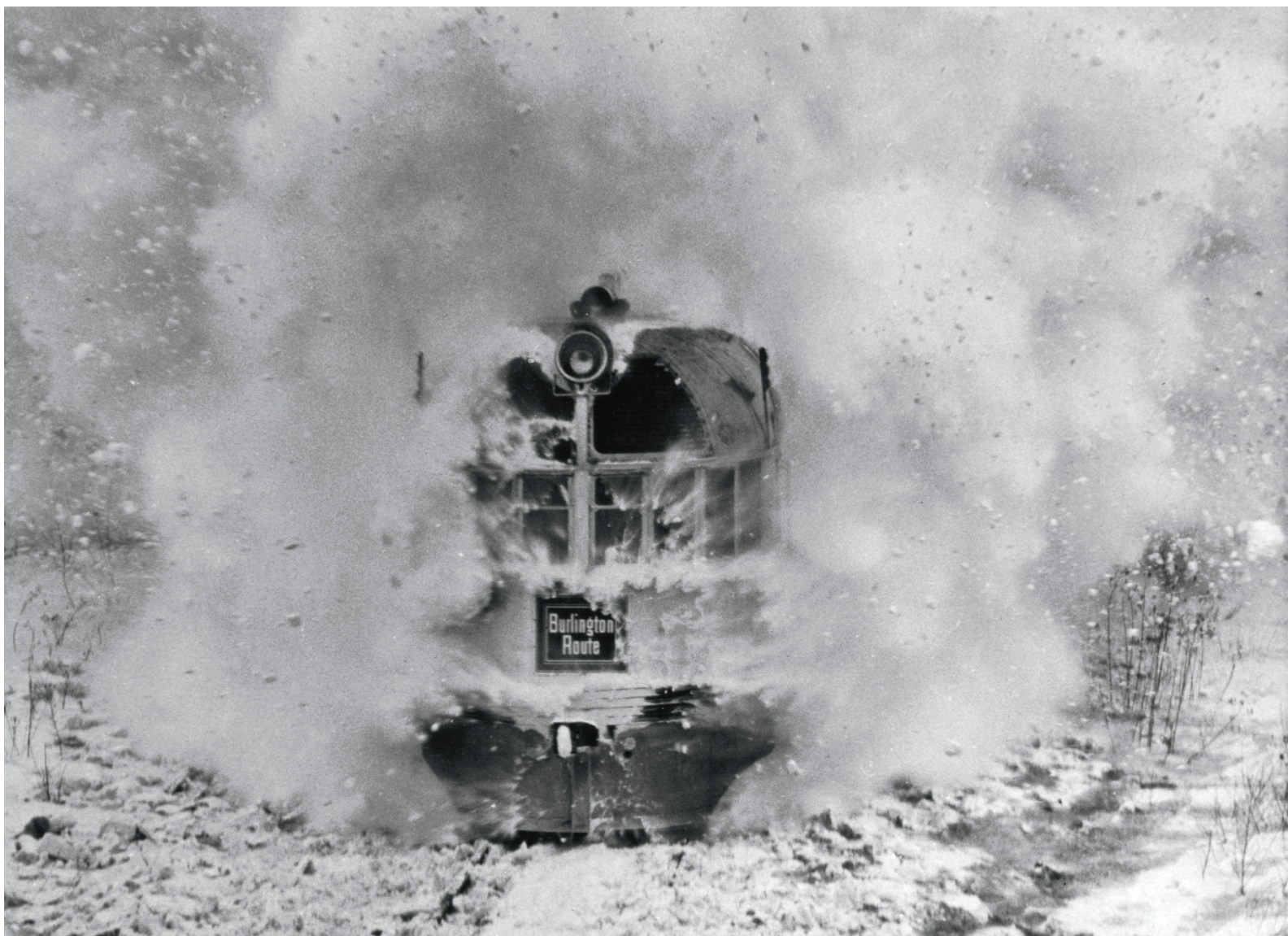
ABOVE, A. W. JOHNSON; BELOW, JIM McCLELLAN

NORTH WESTERN fielded its 400 first, behind steam; the E3's, at Chicago in 1939 (above left), first hauled a heavyweight 400.

MILWAUKEE'S *Hiawatha* was 4 months old by September 24, 1935, when it raised the dust at 72 mph at Wisconsin Dells (above), trailing the "Beaver Tail" observation car.

BURLINGTON, with "nature smiling 300 miles" along the Mississippi, in 1947 added domes to its *Twin Zephyrs*. This 1965 view is from train 21 north of Savanna, Ill.





BURLINGTON ROUTE



EARL RUHLAND



A. W. JOHNSON; KRAMBLES-PETERSON ARCHIVE

For four years, C&NW's 400 was a heavyweight train in the charge of rebuilt, 2900-series Pacifics; 2907 leaves Milwaukee (above left) in 1938. For this February 1936 publicity shot (top), Burlington piled snow in the "C&I" main at Lee, Ill., for an original *Twin Zephyr* train to hit at 80 mph. Milwaukee's *Hiawatha*, leaving Chicago January 11, 1936 (above right), initially was a five-car train behind new Atlantics.

rear car, a dome parlor observation.

Five domes among seven cars? Domes were Burlington's trump card for its daytime speedsters in this competitive corridor, giving a great view of the riverbank running along the mighty Mississippi north from Savanna, Ill., to St. Paul. "Where nature smiles three hundred miles," is how CB&Q advertised it. In this era, the *Twin Zephyrs*, *Morning* and *Afternoon*, were regular winners in Don Steffee's "Annual Speed Survey" in *TRAINS* magazine, and it was that long water-level run, as well as the flat farmland across northern Illinois, that allowed Burlington its 90-mph speeds.

Chicago to St. Paul-Minneapolis was one of two short-haul, Windy City-based corridors where in the 1930's at least three railroads began intense daytime competition—Burlington, Milwaukee Road, and Chicago & North Western. (Chicago-St. Louis was the other, where the combatants were the Alton, Illinois Central, Wabash, and for a time, Chicago & Eastern Illinois.)

Speed was synonymous with America's top passenger trains long before the advent of diesels and lightweight, streamlined equipment lit the competitive fires on Chicago-Twin Cities. Fast scheduling was often a by-product of competition, but it first developed on overnight, long-distance trains, the foremost example being Pennsylvania versus New York Central in the premier New York-Chicago market.

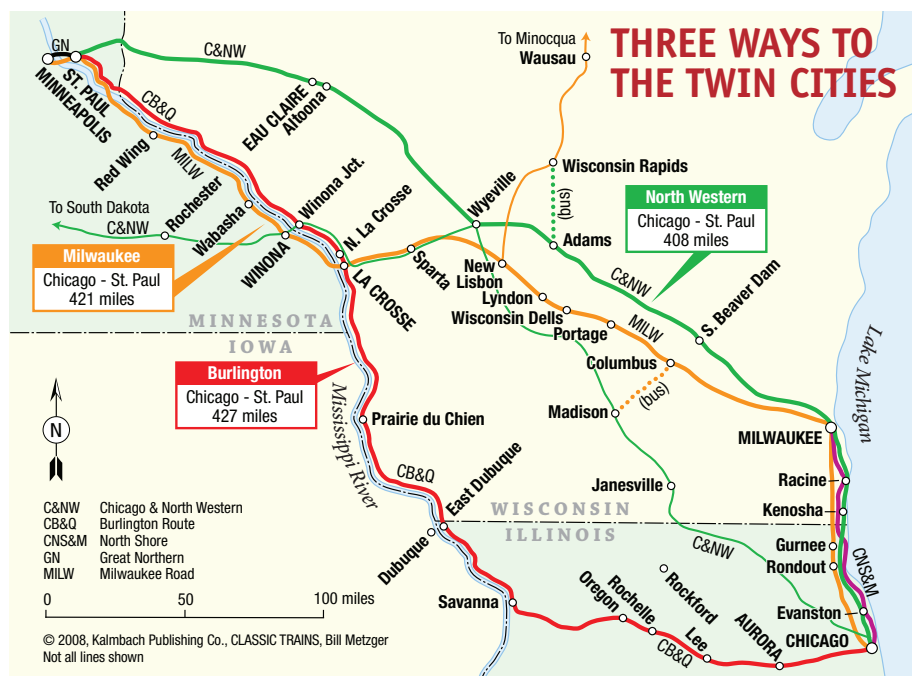
The Chicago-Twin Cities corridor, like elsewhere, historically had been known for its luxurious, but relatively slow, overnight trains. The granddaddy was C&NW's *North Western Limited*, begun in 1888. Milwaukee's *Pioneer Limited* dated from 1898, while the Burlington fielded the *Commercial Limited*, later named *Black Hawk* after the famous Indian chief.

Despite these crack trains, three factors—more rural roads, the proliferation of the private auto (from 8 million to 24 million registered in the U.S., 1920 to 1932), and the impacts of the Depression—by the mid-1930's had made a shambles of what once were lucrative rail markets. Burlington, for example, lost 33 percent of its passenger traffic from 1929 to 1932.

FIRST VOLLEY, AND REACTION

Speed was the only common factor in the Chicago-Twin Cities competitors' initial efforts, which reduced daytime train times from 10½ hours to 7 hours, then 6½, between Chicago and St. Paul.

On January 2, 1935, C&NW drew first blood when it introduced a new train—two trainsets, each comprised of a rebuilt, 79-



Public-relations efforts were always in high gear for the fast daytime Chicago-Twin Cities trains. Milwaukee Road touted its being first in the corridor with a full-sized streamliner, Burlington Route its scenery, and Chicago & North Western its speed.

THROUGH THE YEARS, THE FAST WESTBOUNDS OF SUMMER

1940

Train No.	Lv Chicago	Interm. stops*	Ar St. Paul	Ar Mpls.	Miles / Time†	Average speed, Chi.–St. Paul
CB&Q 21	9:00 am	8	3:00 pm	3:30 pm	427 / 6 hours	71.2 mph
MILW 5	9:45 am	7	5:05 pm	5:45 pm	410 / 7 hours 20 min.	56.0 mph
MILW 101	1:00 pm	6	7:15 pm	7:45 pm	410 / 6 hours 25 min.	65.6 mph
C&NW 401	3:00 pm	7	9:15 pm	9:45 pm	409 / 6 hours 15 min.	65.4 mph
CB&Q 23	3:30 pm	8	9:45 pm	10:15 pm	427 / 6 hour, 15 min.	68.3 mph

1947

CB&Q 21	9:00 am	8	3:15 pm	3:45 pm	427 / 6 hours 15 min.	68.3 mph
MILW 5	10:30 am	8	6:05 pm	6:45 pm	410 / 7 hours 35 min.	54.0 mph
MILW 101	1:00 pm	6	7:15 pm	7:45 pm	410 / 6 hours 25 min.	65.6 mph
C&NW 401	2:45 pm	6	9:00 pm	9:30 pm	409 / 6 hours 15 min.	65.4 mph
CB&Q 23	4:00 pm	8	10:15 pm	10:45 pm	427 / 6 hours 15 min.	68.3 mph

1954

CB&Q 21	8:15 am	8	2:30 pm	3:00 pm	427 / 6 hours 15 min.	68.3 mph
MILW 5	10:30 am	8	6:05 pm	6:45 pm	410 / 7 hours 35 min.	54.0 mph
MILW 101	1:00 pm	6	7:15 pm	7:45 pm	410 / 6 hours 25 min.	65.6 mph
C&NW 401	3:00 pm	6	9:20 pm	9:50 pm	409 / 6 hours 20 min.	64.6 mph
CB&Q 23	4:00 pm	8	10:15 pm	10:45 pm	427 / 6 hours 15 min.	68.3 mph

1961

CB&Q 21	8:00 am	8	2:20 pm	2:50 pm	427 / 6 hours 20 min.	66.7 mph
MILW 5	9:30 am	14	6:10 pm	6:40 pm	410 / 8 hours 40 min.	47.3 mph
C&NW 401	11:20 am	9	6:10 pm	6:40 pm	409 / 6 hours 50 min.	59.9 mph
MILW 3	1:00 pm	8	7:35 pm	8:15 pm	410 / 6 hours 25 min.	62.3 mph
CB&Q 23#	4:15 pm	8	10:35 pm	11:00 pm	427 / 6 hours 20 min.	66.7 mph

1968

CB&Q 21	8:15 am	10	2:40 pm	3:15 pm	427 / 6 hours 25 min.	66.6 mph
MILW 5	10:30 am	9	6:25 pm	7:10 pm	410 / 7 hours 55 min.	51.8 mph
MILW 3	12:35 pm	9	7:15 pm	7:50 pm	410 / 6 hours 40 min.	61.5 mph
CB&Q 23#	1:15 pm	9	8:20 pm	8:35 pm	427 / 7 hours 5 min.	60.3 mph

* Number of positive and conditional stops between Chicago and St. Paul

† All timings based on Chicago–St. Paul. Source: June or July *Official Guides*

Afternoon Zephyr Summer schedule, operated as a separate train from *Empire Builder*



LOUIS A. MARRE COLLECTION

EMC's 1800 h.p. B-B box-cabs 511-512 of 1935 often tested on the *Twin Zephyrs*, whose own diesels of 1936 (9904 *Pegasus* and 9905 *Zephyrus*) were basically streamlined clones. Lettered just DIESEL LOCOMOTIVE, 511—on train 24 on September 28, 1936—greeted a *Hia-watha* (far right) at St. Paul Union Depot, the only station common to all three competitors.

inch-driven class E-2 Pacific steam locomotive and five heavyweight cars. Four 4-6-2's had received new running gear and were converted from coal to oil fuel to eliminate engine changes at Adams and Altoona (Eau Claire), Wis. The cars had been rebuilt (10 by C&NW, 2 by Pullman) and given air-conditioning, and the roadbed upgraded to allow the train to run at a scheduled average speed, including four intermediate stops, of 60.5 mph.

The result was an amazing schedule covering C&NW's 408.6 route-miles to St. Paul in a little over 400 minutes—hence the new train's name: *The 400*. Advertised as "The Fastest Train on the American Continent," the service became an overnight sensation, enticing more than 10,000 passengers to ride it in the first month and requiring a sixth, and often a seventh, car.

The Burlington took a different approach. It had embraced the concept of lightweight, diesel-powered streamliners, beginning in April 1934 with the first *Zephyr*, an articulated train of smaller-than-full-size passenger cars. The sleek train, numbered 9900, was made of stainless steel and pulled by a power car with a 600 h.p. Winton diesel engine.

The train had become nationally famous for its radical design and its speed, both showcased in its famous dawn-to-dusk, nonstop run from Denver to Chicago in May 1934; it averaged 77.6 mph on the 1,015-mile run, setting world records for speed and endurance. Shortly thereafter, on July 30, 1934, Burlington tested No. 9900 on the Twin Cities route, which it covered in record time—just a shade over 6 hours and much faster than C&NW's then-current schedule. Five days later, Burlington ordered two sets of *Zephyr* equipment from Budd expressly for the Twin Cities route, and the fight was on.

The *Twin Zephyrs* debuted on April 17, 1935, three months after the *400*, and demand for seats was so great that Burlington began operating them twice daily. To compete, C&NW in the same month shortened the *400's* schedule to 6½ hours. Despite their speed, the *Twin Zephyrs* were not perfect. Their short fixed consists were inflexible to heavy demand, so on December 18, 1936, "the Q" replaced the original three-car trains with two new seven-car sets and sent the first *Twins* elsewhere, 9901 to Texas and 9902 to Missouri.

The 1937 *Twins* also featured articulated cars, but their "power cars" were separate locomotives, mechanically similar to EMC's five 1936 box-cabs (demonstrators 511 and 512, Santa Fe's "1-Spot Twins" for the *Super Chief*, and B&O 50): 1,800 h.p. B-B units with two 900 h.p. Winton engines in a streamlined *Zephyr* carbody, Nos. 9904 and 9905. Each new *Twin Zephyr* would get an eighth car in 1937.

MILWAUKEE'S SPEEDY STEAM

The third Chicago-Twin Cities competitor was hardly napping, as Milwaukee Road introduced its *Hiawatha* on May 29, 1935. This beautiful gray, orange, and maroon train featured cars newly built in the railroad's own shops in Milwaukee, some of the first full-size, non-articulated streamlined passenger cars in America. The five-car consist was bracketed up front by a restaurant-buffet car, with its windowless "Tip Top Tap Room"—the first cocktail bar on a U.S. train—and on the rear, by the unique "Beaver-Tail" parlor observation car.

The name *Hiawatha*, taken from the legendary swift Chippewa Indian on whom Henry Wadsworth Longfellow based his 1855 poem "The Song of Hiawatha," gave rise to a fleet of Milwaukee Road trains and is still in use today by Amtrak. The first *Hi*, as they came to be called, was pulled by the first modern streamlined steam locomotives in America, 84-inch-driven, oil-burning A class 4-4-2's Nos. 1 and 2, designed by Otto Kuhler and built by American Locomotive Co. Diesels were still in their formative years, and many



JAMES A. NEUBAUER

A new crew and passengers wait as E5's ease the 8-car (5 domes) *Morning Zephyr 21* to a stop at Savanna, Ill., on May 4, 1952. It's high-water time on the river, at right.

When fast times still mattered, each year *TRAINS* magazine would publish Don Steffee's "Speed Survey," which mostly was concerned with timing on segments within a journey, not overall end-point-to-end-point schedule times. It was here where Burlington's *Twin Zephyrs* gained their fame.

Not only did the *Morning Zephyr* win the U.S. title in 1940 with the La Crosse route change [page 22], but both CB&Q 21 and 23, the westbound *Twins*, were anointed as the fastest scheduled trains in the world in 1953, thanks to a 38-minute timing over the 54.6 miles from East Dubuque, Ill., to Prairie du Chien, Wis.—86.2 mph. Their eastbound counterparts, Nos. 22 and 24, made the 57.7-mile La Crosse-Prairie du Chien leg in 41 minutes—84.4 mph. At the time, the fastest segments for speed king contenders Illinois Central and Santa Fe were 81.8 mph and 80.2 mph, respectively.

The Q reduced its top speed along the Mississippi River to 79 mph in 1957. Thereafter, the only 80-mph-plus territory on the railroad was the "C&I" (Aurora-Savanna, Ill.), and Milwaukee Road train 16, the eastbound *Olympian Hiawatha*, became the fastest train in the world for a year with an 82.5 mph average from Tomah to Portage, Wis. Interestingly, CB&Q 24 in 1957 was scheduled to run east on the triple-track "raceway" from Aurora to La Grange in 19 minutes, an average speed of 75.8 mph. This required some serious 8th-notch hauling.—Michael W. Blaszk

railroaders thought steam to be the only motive power capable of pulling full-size passenger cars at the speeds envisioned.

Like the *400*, the *Hiawatha* proved that neither steam nor full-size cars were a hindrance to running at a blistering pace. On a May 15, 1935, test run two weeks before its revenue debut, Atlantic No. 1, pulling five cars, hit 112.5 mph. Neither the engine nor the cars appeared any worse for wear; the engineer that day reported that the faster the "A" went, the better she appeared to perform. Speed was natural for the *Hiawatha*—it was designed for it. And scheduled for it—Chicago-St. Paul in 6½ hours with six stops, an average speed of over 63 mph. A connecting train at New

Lisbon, Wis., ran up the Wisconsin River valley to Wausau and vacation points.

Their mid-day departures, speed, beauty, and markets quickly made the *Hiawathas*, trains 101 and 100, incredibly popular. A fourth coach, then a fifth, soon were added. The 100,000th passenger boarded in November 1935, and by the end of March '36, that number had doubled. In their first 12 months, the trains netted \$700,000. Responding, Milwaukee on October 11, 1936, introduced a second, all-new nine-car train, still with A-class Atlantics up front (Nos. 3 and 4 arrived in 1936 and '37), and for the first time, with the railroad's hallmark ribbed-side cars.

As demand continued to rise, Milwau-



E. T. HARLEY

Milwaukee Road train 100, behind a Kuhler-styled F7 Hudson (above), nears the C&NW diamonds at Mayfair in Chicago in 1941. Behind CB&Q 9904 or 9905, a *Twin Zephyr* (left) heads around the wye east of St. Paul Union Depot on its morning run to Chicago.



RAIL PHOTO SERVICE; H. W. PONTIN

kee ordered from Alco six new streamlined, coal-burning Hudson 4-6-4's and began building 35 more cars in its own shops. This third version of the *Hi*, with 9 cars per train, entered service on September 19, 1938, renamed *Afternoon Hiawatha*. The Beaver-Tail cars added a wing, or fin, to their flat backs, and bigger windows, but

a bigger change was up front. In addition to being arguably among the most beautiful streamlined steam locomotives ever built, the six F7 class 4-6-4's, Nos. 100-105, styled by Otto Kuhler, were speed demons, making child's play of the lightweight streamliners they hauled. Topping 80 mph for much of their daily runs, the F7's were

easily capable of their regularly scheduled 100-mph segments, around places like Gurnee, 38 miles out of Chicago, or Lyndon, 9 miles west of Wisconsin Dells.

Carrying over 800 passengers a day for three years, the *Hiawathas* by 1938 had become some of the most famous and successful trains in the world. They consistently ranked second in earnings among all U.S. passenger trains, behind only Southern Pacific's beautiful *Coast Daylight* between Los Angeles and San Francisco, also steam-powered.

THRUST AND PARRY CONTINUES

With the nation's prosperity rebounding as the 1930's progressed, the intense three-way Chicago-Twin Cities competition continued. Milwaukee Road, further responding to more ridership growth and now with enough new cars built, on January 21, 1939, followed the CB&Q in doubling its service, making trains 5 and 6 the *Morning Hiawatha*.

The North Western, which never did add a second Twin Cities daytime speedster, answered on September 24 with a streamlined 400. All three roads in the cor-

For Chicago-Milwaukee, a “juiced” competitor

While the Twin Cities-Chicago railroads were stealing the headlines in the early 1940’s, an electric interurban was nabbing its own share of the Chicago-Milwaukee passenger market. The Chicago North Shore & Milwaukee began operation in 1895 and flourished in the 1920’s, but unlike many other interurbans, survived the Depression with much of its service intact. By 1941, business was good enough that the “North Shore Line” introduced its own streamliners.

Dubbed *Electroliners*, they were billed as “America’s first all-electric luxury trains.” The two sleek, four-car, green-and-salmon streamliners from St. Louis Car Co. were articulated, included a dining section, and were built to handle the tight curves and clearances of a route that included street-running in Milwaukee and the high-level platforms of Chicago’s elevated rapid-transit system, including on the downtown Loop. (The only other notable interurban streamliners of the era, Illinois Terminal’s three trains of 1948, also were an adjunct to a neighboring speed-conscious corridor, Chicago-St. Louis. But IT’s trains, which linked St. Louis and Springfield, Ill., with East Peoria and Decatur, were a flop, lasting less than 9 years.)

The *Electroliners* made five round trips daily to augment North Shore’s 14 other hourly weekday departures in each direction. Once free of the Chicago urban environment, the “*Liners*” could really stretch their legs, racing at 80 mph or faster on CNS&M’s main line before entering the city streets of Milwaukee. With their swept-back noses, the *Electroliners*’ lines resembled those of the early *Zephyrs*, but they competed directly with C&NW’s 400’s and Milwaukee’s *Hiawathas*, plus lesser local trains, in the corridor.

The North Shore Line quit on January 21, 1963, but the *Electroliners* were around to the end, and both trainsets survive today in museums, one in Illinois, one in Pennsylvania.—Joe Welsh



GEORGE KRAMBLES PHOTO; KRAMBLES-PETERSON ARCHIVE

Splitting the afternoon air in 1949, one of North Shore Line’s two *Electroliners* sails southward on the Skokie Valley route.

ridor now had a “first,” C&NW’s being a lightweight, diesel-powered streamliner of full-size, non-articulated cars. Two pairs of new Electro-Motive Corp. E3A diesels, Nos. 5001A&B and 5002A&B—which arrived in May and June 1939 and so pulled the heavyweight 400 through the summer—powered the gorgeous new train of 10 yellow-and-green Pullman-Standard cars, a round-end club parlor-observation on the rear. (Yellow and brown were planned, to match the C&NW-UP Overland Route Streamliners, but C&NW’s historic yellow and green won out.) The new equipment allowed C&NW to speed up the trains, matching the Milwaukee’s 6½-hour schedule, which then was reduced to 6¼ hours just before World War II. Predictably, the new C&NW 400 garnered attention and substantial ridership, a 46 percent increase in its first year.

In response, Burlington in 1940 reduced the schedule of its *Twin Zephyrs*, still running with their 1937 equipment, to 6 hours flat Chicago–St. Paul for train 21. (St. Paul Union Depot, the only terminal where the three competing Chicago-Twin Cities carriers met, was the standard measuring point for schedules to and from the Windy



LINN H. WESTCOTT

The *Hiawathas*’ second-edition Beaver-Tail obs cars added a vertical fin. Here 101 and local 58 (at left) meet at New Lisbon, Wis., in 1941. Waiting at right is streamlined 4-6-0 No. 10 with train 201, the *Hiawatha-North Woods* connection for Wausau and Star Lake, Wis.



A. ROBERT JOHNSTON; C&NW HISTORICAL SOCIETY COLLECTION

North Western's 400 changed the least of the three competitors over the years. By the early '50's, newer E8 diesels were the rule, as here leaving Eau Claire. West of Wyeville, the route on was on subsidiary Omaha Road, which ran right-handed on double track.

ity. Across the Twin Cities, MILW used its own trackage to its Minneapolis station [shared with Soo Line and Rock Island], while CB&Q and C&NW ran on GN track to GN's Minneapolis station. In Chicago, C&NW used its own passenger terminal, while the other two used Union Station.)

A route change helped CB&Q achieve the 6-hour running time, which made the westbound *Morning Zephyr*—with an overall average speed above 70 mph—the fastest train in the country. On January 27, 1940, Burlington opened a new passenger station in La Crosse, Wis., east of downtown on a freight bypass line. This shaved 15 minutes off the old schedule, but trains still had to stop 2 miles to the north at North La Crosse, CB&Q's terminal, for a crew change.

Impressed with the reported efficiency of the diesels of its competitors, the Milwaukee invested in its first passenger diesels in 1941: two each Alco DL109's and EMD E6A's, Nos. 14&14A and 15&15A, respectively. The E6's, especially, proved to be incredibly reliable, handling a Chicago–Minneapolis round trip, with a layover as short as 90 minutes, every day for seven years. They came to be called "Famous 15."



J. DAVID INGLES COLLECTION

Milwaukee's "Famous 15" pair of E6A's (below) still had gray in their livery as they wheeled the *Morning Hi*, train 6, under the North Shore Line at Rondout, Ill., on August 21, 1949. Black replaced gray on the FP7-F7B-FP7 trios that helped succeed them, as on a westbound *Hiawatha* (left), nearing the Milwaukee station in the mid-'50's.



H. M. STANGE PHOTO; KRAMBLES-PETERSON ARCHIVE

Things slowed down a bit during World War II. Most Chicago-Twin Cities schedules were lengthened by 15 minutes or so, owing to increased freight traffic, higher passenger ridership (with correspondingly longer station dwell times), and restrictions on acquiring new passenger equipment (which meant that cars worn out by high-speed operation could not be replaced).

Realizing the end of the war would bring more competition, CB&Q, C&NW, and MILW acted quickly to invest in new streamlined passenger cars and diesels. The most dramatic upgrades came to the *Twin Zephyrs* and *Hiawathas*. CB&Q in 1945 introduced the first modern American dome car, *Silver Dome*, rebuilt from a coach, debuting it on the *Twin Zephyrs* to give patrons a rooftop view of the river. Although Milwaukee's Twin Cities route followed the Mississippi's west bank for 125 miles north of La Crosse, Wis., neither MILW nor C&NW could match the Q's 282 miles of "nature smiling."

The dome was a natural for the Q's route, and in December 1947 the road re-equipped both *Twin Zephyrs* with seven-car consists of full-size, non-articulated, stainless-steel cars, a whopping five of



J. DAVID INGLES

On Saturday, March 31, 1962, *Morning Zephyr* 21 has "only" three domes among its six cars as it nears La Grange, Ill.; the lead E7 wears silver paint, the other is stainless steel. At right, an NYC Geep heads down the Indiana Harbor Belt interchange track.



J. DAVID INGLES

which on each train had domes!

Likewise, the Milwaukee again re-equipped its *Morning* and *Afternoon Hiawathas*. Its first E7 diesels arrived in June 1946, upon which the F7 4-6-4's followed their A-class forebears onto lesser trains. By 1948 Milwaukee had added 153 new passenger cars to its fleet, enough to completely re-equip the Twin Cities daytime trains. The signature cars of these newcomers were the unique, Milwaukee-built "Skytop" parlor observation cars. The 400 largely made do with its prewar equipment, although it was upgraded with 20 new coaches beginning in 1946.

SIMILARITIES, DIFFERENCES

The end-to-end running times of the trio's top trains didn't vary much in the immediate postwar years, though CB&Q was sometimes 10 to 15 minutes faster [see chart, page 18]. By 1950 the fastest schedules were identical on all three roads. Timetables for 1955 show C&NW's running time just 5 minutes longer than MILW and CB&Q, although later on, C&NW's schedule would get slower.

The diesels also advanced. On CB&Q, the E5's were joined by E7's, 8's, and 9's, all eventually in one big pool. C&NW graduated to E7's and 8's. The Milwaukee replaced E's with FP7-F7B-FP7 trios in 1950, adorned in a new orange-and-maroon styling that became standard until the road switched its passenger livery to

UP Amour yellow after it replaced C&NW on the Chicago–Omaha Overland Route leg in 1955. MILW also began mixing its F's with newer E9's, and later, new FP45's.

Beyond motive power, there were few similarities. Take individual markets. The Milwaukee benefited from serving three strong intermediate Wisconsin points: its big-city namesake, tourist center Wisconsin Dells, and regional commercial center La Crosse, plus the college town of Winona, Minn. MILW also offered the connecting "Valley Service" at New Lisbon.

Burlington Route, despite not directly serving Rockford, then Illinois' third-largest city, aggressively marketed its services there, promoting its stop at Oregon, Ill., just 25 miles southwest. Oregon loadings were significant enough that the Q maintained a Rockford ticket agent until the advent of Amtrak. CB&Q served four other large towns: Aurora, 38 miles out of Chicago; Dubuque, Iowa (by a bus from East Dubuque, Ill.); La Crosse; and Winona (a bus from Winona Junction, Wis.).

The North Western, by contrast, west of Milwaukee served only one large regional center, Eau Claire, Wis., although in postwar years the *Twin Cities 400* offered a connection at Wyeville with the *Dakota 400*, a Chicago–Madison–Winona–Rochester (Minn.) train that went on to South Dakota points. (From Wyeville to St. Paul, the *Twin Cities 400* used the rails of C&NW subsidiary Omaha Road.) There

Afternoon Hiawathas 2 and 3 (with Skytop obs Coon Rapids on the rear), meet at "the Dells" at 4:20 p.m. on July 12, 1969. Behind FP7 101A on No. 2 is a 7-month-old FP45.

was also a bus connection from Adams, Wis., a remote, small-town C&NW crew-change stop, north to Wisconsin Rapids.

Equipment also differed. On New Year's Day 1953, Milwaukee's *Morning* and *Afternoon Hiawathas* added full-length P-S Super Dome lounge cars ahead of the diner. The domes, which seated 68 under glass, were the first of their kind in the U.S. and, with the Skytops, distinguished the *Hiawathas* as modern, attractive trains.

Burlington's trains had their five domes (one a parlor car), each seating 24 up top, while again by contrast, C&NW's 400 had few new cars to offer, and no domes. The North Western had been under increasing financial strain after the war, and its 1955 pullout from operating UP's Streamliners underscored its growing disenchantment with intercity passenger trains.

A third difference was departure times. The westbound *Morning Hi*, with its later departure than the *Morning Zephyr*, was well-timed to attract transfers from East Coast overnight trains; Baltimore & Ohio, in fact, despite a necessary change of stations in Chicago, liked to route its interline passengers via Milwaukee Road for this reason. In the afternoon, though, the *Afternoon Zephyr*, with its 4 p.m.

departure, was better timed to allow a nearly full business day in the Windy City than the *Afternoon Hi*'s 1 p.m. departure or the *400*'s at 3 p.m.

ULTIMATE RIVALS NOT ON RAILS

Competition from the auto and the airplane, of course, would prove deadlier than the two decades of head-to-head rail rivalry that had given rise to the hot schedules and wonderful trains. The schedule chart of summer westbounds on page 18 shows how speed became less important as the years passed, and more intermediate stops began to be served, especially on the Milwaukee. By the late 1950's, the Chicago-Twin Cities market was unable to support three separate services. C&NW was first to bow out, when the *Twin Cities 400* made its last run on July 23, 1963.

Milwaukee was also feeling the pinch, experiencing a \$24 million passenger deficit in 1957. In February of that year it consolidated the Seattle/Tacoma-Chicago *Olympian Hiawatha*—a streamliner only a decade old—between Minneapolis and Chicago eastbound with the *Morning Hi* and westbound with the *Afternoon Hi*. The consolidation was short-lived. Beautiful as the *Olympian Hi* was, with its Super Dome and its Skytop sleeper obs, it could no longer compete with the speedier Great Northern *Empire Builder* and Northern Pacific *North Coast Limited* . . . not to mention Northwest Orient Airlines. The last *Olympian Hiawathas* left each end point on May 22, 1961.

More *Hiawatha* retrenchments followed. The Skytops came off in April 1969, though conventional parlor cars remained. Then on January 23, 1970, the *Afternoon Hiawathas* made their final runs, leaving only the morning trains until Amtrak began on May 1, 1971, whereupon they were replaced by an *Empire Builder* rerouted via Milwaukee on the Milwaukee Road.

Meantime, things hadn't been much better on the Burlington. By the late 1950's, off-season (summer and holidays) consolidations for the *Twin Zephyrs* had become a reality. The *Afternoon Zephyr* was combined westbound with the *Empire Builder* to St. Paul and eastbound with the *Western Star* from St. Paul. (Moreover, the *Builder* and the *North Coast Limited* also were combined.)

When Louis Menk became CB&Q president in October 1965, he took a hard look at the passenger operations, which meant all *Zephyrs* were in for a rough ride. Both the *Morning* and *Afternoon Twin Zephyrs* were discovered to be money-losers. Once the flagships of the Q's intermediate-length marketing efforts, they now were liabilities. Eventually renumbered from the traditional 21-24 to 7-10 in preparation for the Burlington



FRED H. MATTHEWS JR.

Its orange neon tail sign aglow, CB&Q 24, the *Afternoon Twin Zephyr*, is just out of the Great Northern station in Minneapolis in July 1957 as it approaches James J. Hill's Stone Arch Bridge over the Mississippi. Ahead of the two parlor cars and diner: five domes!



ED DEROUIN

Lounge cars 7200 and 7201, the only round-end observations on C&NW's roster, lasted until the end. In 1964 they were sold to National of Mexico for continued service. In April 1962, westbound 401 rolls past Main Street toward its Davis Street stop in Evanston, Ill.

Northern merger, their onetime five-dome consists, although still carrying diners, were whittled as demand warranted (parlor service came off in 1967 and '68), and all but the westbound *Morning Zephyr* were combined with Pacific Northwest trains. The new numbers carried through the March 1, 1970, merger, and for 13 months the *Twin Zephyrs* were BN trains.

Amtrak's system left the scenic former CB&Q route between Aurora and St. Paul bereft of passenger service. No longer would tiny Lee witness the flash of daily streamliners. The curtain rang down

sometime in the wee hours before dawn on May 1, 1971, when the last eastbound *Afternoon Zephyr* (again a stand-alone train as the connecting former NP *Main-streeter* ended at St. Paul) rolled into Chicago Union Station with no fanfare. The train, which had once made the St. Paul-Chicago run in a little over 6 hours and was still carded at a respectable 6¾ hours, was a whopping 5 hours late! No. 10's tardy arrival was far from a fitting end for a train, or its competitive corridor, that had once been as fast as the wind . . . and much more reliable. ■



When the crème de la crème soured: The end of the all-Pullman limiteds

Which was last? My personal experiences with three nominees—IC's *Panama Limited*, PRR's *Broadway Limited*, and Santa Fe's *Super Chief*—may help you decide

By Karl Zimmermann

For roughly a century, Pullman was synonymous with luxury train travel in America, and at the pinnacle of that stylish sleeping- and parlor-car service stood the *crème de la crème*—the best. These were the all-Pullman flyers, trains so special that coach passengers were excluded, being relegated to generally (though not always) humbler trains often running on similar, if slower, schedules, with less-elegant dining and lounge facilities.

All-Pullman trains were never numerous, and most served large population centers. New York Central's *20th Century Limited* and *Commodore Vanderbilt*, and rival Pennsylvania's *Broadway Limited* and *General* linked New York and Chicago.

NYC's *New England States* between Boston and Chicago carried no coaches, while Pennsy's *Pittsburgher* ran between its namesake and New York and its *Edison* between Washington and New York. Several Pennsy New York trains carried only Pullmans bound for points on connecting southeastern roads, though they had coaches south of Washington, D.C. One exception: Southern's New York-New Orleans *Crescent*, which carried no coaches north of Atlanta (to the south, it ran, with coaches, via Montgomery over West Point Route and Louisville & Nashville).

Baltimore & Ohio's *Capitol Limited* linked Washington, Pittsburgh, and Chicago, and its *National Limited* Washing-



Dan Pope collection



John S. Ingles



George Krambles; Peterson-Krambles Archive

ton, Cincinnati, and St. Louis. Pennsy countered with its Chicago-Washington *Liberty Limited* and the New York section of the *Spirit of St. Louis* (the Washington section carried a single Indianapolis coach). New Haven's afternoon New York-Boston extra-fare *Merchants Limited* was all-parlor car (with a dining car, of course), i.e., all-Pullman and all-first-class.

Out West, the Santa Fe offered two all-Pullman trains on the same Chicago-Los Angeles route via Albuquerque: the *Chief*, and later the even posher *Super Chief*. Earlier, and briefly, in the teens, the road had fielded the *Santa Fe de Luxe*, arguably the most exclusive train ever in the U.S. On the Pacific coast, Southern Pacific ran the Portland-Oakland *Cascade* and the *Lark* between Los Angeles and San Francisco.

In the Midwest, the flagship of Illinois Central was the all-Pullman Chicago-New Orleans *Panama Limited*, with a section from St. Louis. Chicago & Alton's Chicago-St. Louis main line—on which George M. Pullman ran his first sleeping cars in 1859—hosted the all-Pullman, non-stop *Midnight Special* from 1923 until 1943, when wartime restrictions forced equipment assignment changes. The train name dated from 1905 and lasted until Amtrak on May 1, 1971; it last carried sleepers in December 1968, Alton successor Gulf, Mobile & Ohio's four unique 1950 ACF 4-section/8-roomette/3-double-bedroom/1-compartment Pullmans. On the East Coast in winter, the seasonal *Orange Blossom Special* and *Florida Special* connected New York and the Sunshine State.

Through the 1950's and into the '60's, of course, the American passenger train slid down the slippery slope that ended with Amtrak's inception. The National Interstate and Defense Highways Act was passed in 1956, and soon jet aircraft began linking more and more cities, becoming the businessman's

Santa Fe's *Super Chief* (above left), minus the Hi-Level *El Capitan* cars during the summer, pauses at Las Vegas, N.Mex., in June 1967. At Central Station in Chicago in June '63 (top), an Illinois Central SW7 is coupled to the *Panama Limited*'s Pullman sleeper-observation-lounge car *Memphis*. The Pennsylvania's New York-bound *Broadway Limited* boards passengers at Fort Wayne, Ind. (above), on April 28, 1966.

mode of choice. Fierce belt-tightening became the mode among passenger railroads, and adding coaches to all-Pullman trains was an obvious expedient.

Selecting superlatives can be an irresistible challenge—first, last, longest, shortest, best, worst—and can be difficult. Consider “the last all-Pullman train.” Would identifying such be simple, just a matter of browsing through timetables and the *Official Guide of the Railways*? No. There are subtleties, and sometimes contentious matters of definition—Chesapeake & Ohio's all-Pullman Washington-White Sulphur Springs (W.Va.) *Resort Special*, for example, lasted until November 10, 1968, but it ran only twice a week, and not during the winter. Keeping all that in mind, I nominate three daily-service contestants: IC's *Panama Limited*, PRR's *Broadway Limited*, and Santa Fe's *Super Chief*. Only the *Broadway*'s last day as an all-sleeping-car train is unambiguous: December 13, 1967, when Nos. 28 and 29 ended their runs in New York and Chicago, respectively. (“All-Pullman” is another issue, to be considered later.)

In the last lovely, if compromised, days in the run-up to Amtrak, I had personal experiences with all three of those trains, two after they had clearly lost their all-Pullman cachet, and one that may or may not have had it when I rode. Was I just in time, or just too late? That question haunted me



Still all-Pullman from end to end, IC No. 6 roars north in June 1960, ready to brake for its south suburban station stop at Homewood, Ill.

back in 1969 and 1970 when my forbearing wife, Laurel, and I scrambled to experience the last of America's great surviving passenger trains.

Panama Limited: "Wayne's baby"

The *Panama's* credentials as "last of the last" may be the flimsiest, though browsing *Official Guides* through 1968 might lead you to a different conclusion. "The Panama Limited," you'll read, "All-Pullman Streamlined Train—Radio—No Coaches."

Paul Reistrup, who in 1974 would become Amtrak's second president, was vice-president, passenger services, for Illinois Central in the *Panama's* final years. In that role he had something of a tightrope to walk.

"When I moved over from B&O/C&O in 1967," Reistrup recalled recently, "William B. Johnson, IC president since early 1966, gave me an ultimatum: Within a year and a half, I was to eliminate half the intercity passenger trains, which were responsible for out-of-pocket losses of about \$35 million annually. As it turned out, in 18 months I got rid of 18 trains."

While ridership on IC's daylight Chicago-New Orleans coach streamliner *City of New Orleans* remained strong, the all-Pullman *Panama Limited's* patronage was slipping (on one 1966 trip, the passenger count was 16), putting the train deeply in the red. On the other hand, coach traffic on the

"Main Line of Mid-America"—Chicago-Memphis-Jackson, Miss.-New Orleans—remained robust, much of it families who had migrated north returning home for visits. "The City" typically ran 18 cars long and often in two sections, the first (sometimes 12 to 14 cars) going only as far as Memphis, or occasionally Jackson. With jets eating into Pullman patronage, the stopgap solution for the sagging *Panama* was obvious: add coaches.

There was, however, a hitch. The *Panama* had at least one friend in a high place . . . IC's headquarters. Wayne A. Johnston, chairman of the board, loved the *Panama*.

"It was his baby," Reistrup recalled. Promoted to president in 1945 upon the unexpected death of his predecessor, John L. Beven, Johnston ran the Illinois Central until 1966, when Bill Johnson (no "t") took over the presidency and Johnston stepped up to the chairmanship. "Each morning," Reistrup recounted, "Wayne Johnston would get up from the desk of his office in Chicago's Central Station, go to the window overlooking the tracks, and pull his gold watch from his vest pocket. When it read nine o'clock, if the nose of the *Panama Limited's* lead E unit was not sliding under

his window, he'd buzz Otto Zimmerman, vice-president, operations.

"Zim," he'd say, "Where's the *Panama*?" In an era less fastidious about pushing speed limits a bit, Zimmerman would do anything to keep No. 6 on time. He was an old-line, cigar-smoking, traditional operating man who would say to Johnston, as Reistrup remembers, "Bill, you think that the railroad



In 1970, the Panama was "still a fine train where standards are maintained."



Four photos, J. David Ingles



For a few winters a half century ago, the *Panama* (top, in 1960) carried a Pullman dome sleeper off Northern Pacific's *North Coast Limited*. On June 11, 1969 (above), 28-year-old E6 4003 led No. 6 at Homewood, Ill.

is just a real-estate bonanza encumbered by tracks." (In fact, when "W.B.J."—as Bill Johnson was known—stepped down as IC president in 1969, he continued to lead parent Illinois Central Industries, a holding company rich in real estate and Chicago air rights.)

With W.B.J. perhaps out for the *Panama's* scalp, at least as an all-Pullman train, and Wayne Johnston ready to act as its protector, what to do? The answer was the *Magnolia Star*. Effective October 29, 1967, this was an "all coach, streamlined train" which commanded a "special service charge from Chicago to New Orleans" of \$5. It was, of course, a phantom. The initial consist was simply one café club car and one deluxe coach, designated MS-1 and MS-2.

"Please arrange to show the new MAGNOLIA STAR on all arrival and departure boards in stations," read a circular to superintendents, stationmasters, and ticket agents. "Also, all train arrival and departure announcements, both recorded and otherwise, should be corrected. Gate signs should also show both the PANAMA and MAGNOLIA STAR." The circular was issued by W. A. Johnston Jr.—IC's assistant vice president for passenger operations, who was Wayne's son.

From its inception until it was quietly dropped from the timetable in early 1969, ending the sham, it was really just a coach portion of the *Panama*. Except on the rarest of occasions—Christmas Eve, perhaps—the two names ran as one train, with a single crew, even sharing the same train numbers, 5 and 6. But was that such a terrible thing?



Illinois Central

"Where's the *Panama*, Zim?" IC boss Wayne A. Johnston would ask, eyeing Central Station tracks each morning from his office. In this publicity view looking north, the train pauses north of the platforms before pulling in to load passengers, as an NYC 4-6-4 Hudson looks on.

"We were dedicated to keeping the trains totally separate," Reistrup recalls. "Only the conductor and trainmen could go through from one section to another."

Although aficionados bemoaned the loss of purity, the coaches boosted the bottom line, just as Reistrup had predicted. In the fiscal year ending June '68, the *Panama's* Pullmans averaged about 50 passengers, with a low of 15 and a high of 198, while the *Magnolia Star* added an average 46 coach passengers, with a low of 10 and a high of 203.

More compromises would be needed to bring down the *Panama's* costs, however. Its long, illustrious history offered no protection. The train dated from 1911, when IC's premier service, the *Chicago and New Orleans Limited*, was renamed to honor the work going forward on the Panama Canal (for which New Orleans was the main supply point). Although the train originally carried coaches on the southern end of its journey, it became all-Pullman in 1916.

When the *Panama* was streamlined in 1942 with cars from Pullman-Standard (becoming one of the last great pre-World War II trains), its signature cars were 2-compartment/1-drawing-room/2-double bedroom/lounge-observations *Memphis* and *Gulfport*. These were unusual, and especially stylish,



in displaying the train's name in boxed yellow neon signs on their sides, below the windows.

By the *Magnolia Star* era, those cars were gone. *Memphis* had been wrecked on July 4, 1965, and effective September 1, 1966, *Gulfport* was removed from Pullman lease and became nameless parlor-observation 3312, with the sleeping rooms no longer used and the lounge seats numbered for parlor sale. The former *Gulfport* continued on the *Panama* until June 9, 1968; its running mate was parlor-observation 3310, built in 1947 for the Chicago-St. Louis *Green Diamond*. They offered parlor-car service between New Orleans and Memphis and between Chicago and North Cairo, Ill. One or two standard mid-train parlors also ran between Chicago and Carbondale, Ill., where business was most brisk. By this time, Illinois Central was operating the parlors, so the train was neither "all-Pullman" nor "all-sleeper," but it was "all-first-class." As I said—subtleties.

The twin-unit diners that had been *Panama* regulars since they were bought from Chesapeake & Ohio in 1950 (unused—intended for *Chessie*) remained for a time, but soon they too had vanished (along with the steward), replaced by single-unit cars. This was the *Panama Limited* Laurel and I encountered in March 1970—"a shadow of its former self" being the appropriate cliché, though a decent train that would last until Amtrak.

My notes on that trip are skimpy, possibly reflecting some level of disappointment, or perhaps there was just not much to say about a train that left Chicago at 5 p.m. and arrived in New Orleans at 9:50 the following morning:

"The *Panama Limited*, IC No. 5, Chicago-New Orleans. Bedroom D in *Cynthia*. This is still a fine train where basic

standards are maintained, even if the paint and upholstery could use renewal. The full-length lounge is comfortable and attractive, and the bartender/steward very helpful. The diner was good in all respects, although we chose not to sample the 'King's Dinner,' still on the menu. The train ran on-time all the way."

That lounge I liked was one of two heavyweight coaches IC rebuilt in 1952 for the *Panama*. Why did we pass up the King's Dinner? On the menu, which I saved, the centerfold has a boxed come-on: "Adventurous tonight? Ask your waiter about the 'King's Dinner' —\$9.85." The menu didn't list particulars, but in fact the meal included a Manhattan or martini cocktail, fresh shrimp cocktail or crab fingers (with special sauce), a Rosannay Cabernet d'Anjou, a fish course, charcoal broiled boneless sirloin steak with buttered mushroom slices, potatoes, and vegetables, a "special salad created by your waiter," and a "heady cheese with apple slices" or a dessert from the regular menu, coffee, and a liqueur.

Did the cost make us hesitate? The most expensive of the *table d'hôte* offerings (all of which included soup, juice, or fruit cup; potatoes and vegetable; salad; dessert; and beverage) was roast prime rib of beef for \$5.40. Filet of sole, fresh Gulf Coast shrimp, fricassee of young chicken, or smoked sugar-cured ham cost less.

I wish I had another crack at the "King's."

Broadway Limited: Out of the shadow

Although the *Pennsylvania* was an old hand at stealthily combining trains (and in 1967 was again doing so), the *Broadway Limited's* death as an all-sleeper train was the cleanest of the three contenders for "last of the last." One day it was



William D. Volkmer



J. David Ingles



John Dziobko

Chicago's Englewood Union Station sees the eastbound *Broadway* arriving (top right) on May 19, 1961, and ready to leave (top left) in mid-1963. At Harrison, N.J. (middle right), in the early '50's, a Santa Fe transcontinental Pullman is behind No. 28's RPO as its GG1 meets a *Clobber*.

there, pulling out of Chicago's Union Station and New York's Pennsylvania Station, with all amenities: twin-unit diner, *View*-series sleeper-lounge-observation, and *Imperial*, *Creek*, and *Rapids*-series sleepers. The next day—December 13, 1967—it was gone. According to the *New York Times*, a PRR spokesman “said the *Broadway Limited* was the last all-sleeper train in the country.”

Of course, the name lingered on—well into the Amtrak era, until 1995. But beginning on that 1967 day, the designation “*Broadway Limited*” went from trains 28-29 to 48-49, the old *General*, which for many years had been a classy running mate and for a time also was all-Pullman. Gone was the *Broadway*'s long-standing 6 p.m. westbound departure and 16-hour running time, replaced by the *General*'s 5:05 p.m. Manhattan exit and 40-minute-longer timing.

When it was discontinued, the *Broadway* was actually making a small profit on an avoidable-cost (rather than fully allocated-cost) basis, but the *General* performed slightly better and had the added utility of a Washington section, via Harrisburg. Along with its all-sleeper status, numbers, and schedule, the *Broadway* lost its signature cars: 2-master-room/1-double bedroom/lounge-observations *Mountain View* and *Tower View* (both preserved, at the Railroaders Memorial Museum in Altoona and Railroad Museum of Pennsylvania in Strasburg, respectively).

Not too many months later, in August 1968, I caught up with the *Broadway* again (I had made earlier trips, but with no written record or specific recollections), and my sketchy notes from it paint a sad picture:

“The *Broadway Limited*, PC No. 49, Newark-Chicago, Bedroom A in *Tippecanoe Rapids*, a car in only fair repair. The half-lounge for sleeper passengers was full with passengers from New York City by the time we boarded, so we had drinks in our room while the five carloads of Four Winds Tour participants filed past us to the twin-unit diner.

“About 9:30 we tried the diner ourselves and, after abominable service, finally were given a very creditable meal. Later that evening, by dodging a persistent porter, we managed to view Horseshoe Curve from our sleeper's Dutch door.”

Half a year into the Penn Central era, things were not great. And I knew what we were missing, since the previous March, Laurel and I had occupied Bedroom A in *Mountain View* from New York to Delray Beach, Fla., in seasonal use on Seaboard Coast Line's *Florida Special*. My parents rode in Master Room B.

Ironically, the *Broadway* enjoyed perhaps its finest hour in the decade before being stripped of its all-Pullman cachet. Prior to that, in its first half-century, the train had sailed in the shadow of its direct rival, NYC's *20th Century Limited*.



**Ironically, the
Broadway enjoyed
perhaps its finest
hour beginning
in 1958.**



Train photo, J. David Ingles; Turquoise medallion photo, Robert P. Schmidt

After April 1958, however, when NYC combined the *Commodore Vanderbilt* (already with coaches) and the *Century*, PRR's all-Pullman *Broadway* finally had its day in the sun.

This had been a long time in coming. From its inauguration in 1902 as the *Pennsylvania Special*, through its first streamlining in 1938, to the first decade of its final re-equipping in 1948, the *Broadway Limited* played second fiddle. NYC's *Century* had more cachet, carried more passengers, ran longer consists, and operated many more extra sections. For a brief time beginning in 1958, then, PRR jumped on the opportunity to get the *Broadway* a little respect, upgrading maintenance and enhancing service. Aboard the twin-unit diners, where waiters wore smart uniforms with keystone patches reading "The Broadway" on their sleeves, menu choices were upgraded. Marketing became more aggressive, capitalizing on the train now being the only all-Pullman New York-Chicago service. In the first year, *Broadway* ridership jumped 14 percent, reversing a downward trend.

By this time, however, Pennsy was focused on discontinuing trains and downgrading services to shrink its debilitating passenger-operation deficit, and studies on combining the *Broadway* and *General* were afoot as early as 1961. The all-Pullman *Pittsburgher* perhaps was a harbinger. In 1956 PRR had renamed 22 Pullman sleeping cars assigned to this train—on which U.S. Steel was said to have space routinely reserved—to honor industrialists and merchants of the "Steel City." By the early '60s, though, the train (which never did lose money on an avoidable-costs basis) was in management's crosshairs.

In September 1964, with the blessing of the Pennsylvania Public Utilities Commission, the *Pittsburgher* made its last run. The very next month PRR was back to the PUC with a similar termination request for the *Broadway*. PUC sent the railroad to the Interstate Commerce Commission, but the die was cast—it was only a matter of time, which came in December 1967.

On August 1 of that year, almost a decade after rival NYC did, Pennsy had ended its relationship with Pullman, taking over operation of its sleeping cars (except on routes involving other railroads). For its last four and a half months, then, the *Broadway* was not "all-Pullman" but "all-sleeping-car." Then it was neither, and by February 1968 the PRR itself was gone, into Penn Central and the nightmare to come.

Even when combined with *El Capitan*, as here rolling into Joliet, Ill., in November 1960, the *Super Chief* stood out, marked by its signature car, the *Pleasure Dome* lounge, whose 12-seat dining room's wall displayed the legendary Navajo Turquoise medallion (below).

Super Chief: Dignity, style, luxury

At the end of August 1969, Laurel and I had the good fortune to ride Santa Fe's *Super Chief*. Here my notes are more expansive, reflecting no doubt my happiness at being aboard that still-splendid train:

"The *Super Chief*, ATSF No. 18, Los Angeles-Chicago, Bedroom F in *Palm Arch*. That this train is the best in the country is beyond argument. We boarded at Los Angeles Union Passenger Terminal and headed immediately for the lounge in the 'Pleasure Dome' car, which was staffed by both a bartender and a waiter. In that handsome room we sipped delicious, hand-mixed old-fashioned as No. 18 left the city.

"When we decided to dine, the regular diner was full, so we were escorted to a table for two in the 'Turquoise Room,' adjacent to the diner in the *Pleasure Dome* car. Here we had a true gourmet meal served impeccably in the grand manner by an incomparable waiter. After dinner we retired to the dome of the lounge car, which is furnished with revolving, parlor-car-style seats, to watch as we passed through Cajon Pass. The entire evening was characterized by quiet, dignity, style, and luxury.

"On our trip, as all summer, No. 18 ran in two sections: the first the all-Pullman *Super Chief*, the second the Hi-Level coaches-only *El Capitan*. Thus during a good part of the year the *Super* brings back the tradition of the all-Pullman train."

Well, probably. The verdict might hinge on how observant I was about our consist. In immediately prior summers, 1967 and '68, when the *Super* and *El Cap* ran separately, this notice for the *Super Chief* appeared in the *Guide* and in Santa Fe timetables: "June 5 to September 2, Reclining Seat Leg Rest Cars . . . also separate Dining Car and Lounge Car will be operated for Chair Car passengers." So in peak seasons, when the plebeian (though stylish in its own right) *El Capitan* ran on its own, in snuck some plain-vanilla, single-level coaches to spoil the *Super's* claim to all-Pullman purity. Though not a secret, I suspect this consist detail is not widely known.

In summer 1969, that changed again. Year round, through



**In August 1969,
were we aboard a
legitimate all-Pullman
Super Chief?**



Monty Powell

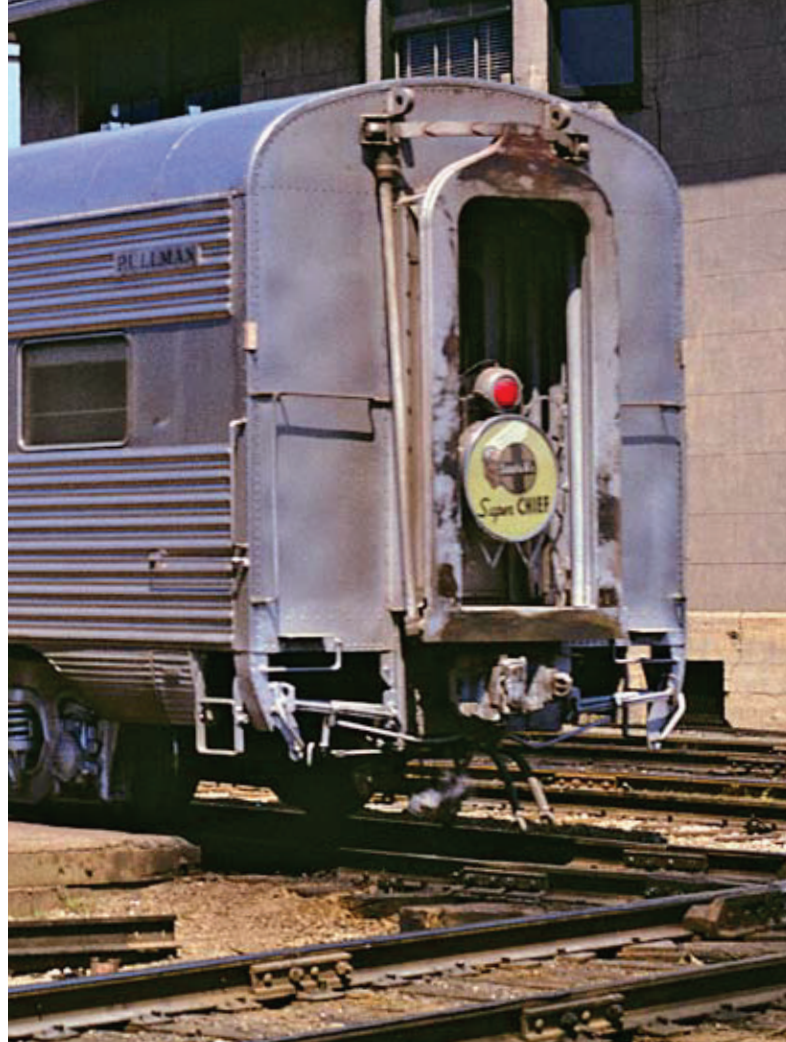
No combined consist here as an all-Pullman “Super” drifts downhill from Edelstein, Ill., on July 22, 1962, toward its stop at Chillicothe.

the April 1971 issue, the last before Amtrak, *Official Guides* and Santa Fe timetables contained in boldface headlines: “Super Chief—All Private Room Sleeping Car service Chicago, Kansas City and Los Angeles.” More important, the notation about “Reclining Seat Chair Cars” is absent. My guess is that my August ’69 trip was indeed aboard a legit all-Pullman train. Looking back across 40 years, I suspect that business had slipped to where coach patronage could be handled by *El Cap’s* Hi-Levels, so the *Super Chief* was “reduced” to all-Pullman status again. How odd, if declining patronage indeed created the last true all-Pullman train in America!

Plus, in the off-season, so what if it was coupled with *El Cap*? Weren’t the two sections kept totally discrete? Didn’t the *Super* portion retain all the amenities of its all-Pullman days, save a round-end observation car? I’m sure I wasn’t the only one who deemed it the nation’s finest train, and John Reed, then Santa Fe’s president, was determined to keep it so.

In the 1950’s and ’60’s, with the American passenger train approaching and then in its death throes, Santa Fe remained staunchly pro-passenger. Remarkably, then-president Ernest Marsh as late as 1962 ordered 24 Hi-Level cars for the *San Francisco Chief*, adding to the 55 cars his predecessor, Fred Gurley, had ordered to re-equip *El Capitan*. After Marsh came Reed, and on his watch Santa Fe prevailed in several contentious train-off battles, the most notable involving the *Chief*. But Reed believed what passenger trains Santa Fe ran, should be run well, and the *Super Chief* surely was, right to the end.

Reed came close to keeping Santa Fe out of Amtrak. He



J. David Ingles

Whether combined or not, a drumhead brought up the *Super Chief’s* markers, as here on 4-4-2 *Regal House* at Joliet, Ill., on July 25, 1965.

studied the economics of that option closely; had Santa Fe been allowed to run only those trains that Amtrak eventually did—the *Super Chief/El Capitan*, *Texas Chief*, and *San Diegos*—the railroad might have stayed out. So seriously did Reed take the public relations value of the name “Super Chief” that in 1974 he would withdraw from Amtrak permission to use it when he judged standards aboard his once-prized train to have become unacceptable.

In any case, in August 1969, Laurel and I were the direct beneficiaries of John Reed’s positive attitude toward his railroad’s flagship.

Upon further review

So, here’s my scorecard for the “last” all-Pullman limited: The *Panama Limited* was truly all-Pullman until November 1967 and sneakily so, on paper, for a time thereafter, carrying *Magnolia Star* coaches on virtually every trip. The *Broadway* was totally pure until December 1967 and unambiguously impure thereafter. The *Super Chief* offers the most complexity. On the one hand, it was the earliest of the three to compromise, running combined with the all-chair-car *El Capitan* off-season beginning in 1957 and later slipping single-level coaches into summer consists. Still, for uncompromised quality, all-Pullman in style, substance, and effect, right into Amtrak, my vote goes to the *Super Chief*, hands down.

In prize-fight terms, the winner on a TKO has to be the *Broadway Limited*, but it was the *Super Chief* that remained, to the very end, the real knockout. ■



WHEN CINERAMA RODE THE C.Z.

The famous *California Zephyr* starred in one
of the first super-wide screen movies

BY DAVID LUSTIG



FRED MATTHEWS

Travel to California aboard the train chosen to star in "Cinerama Holiday"!

THE MOST TALKED ABOUT TRAIN IN THE COUNTRY

Perhaps you'll never go hurtling down a Swiss mountainside on a babied, or zoom through space in a jet plane, but there's one travel adventure in "Cinerama Holiday" you can enjoy in person. And that's to cross the country aboard the Vista-Dome California Zephyr. Upstairs in one of the five Vista-Domes, you look up, look down, look all around as the magnificent scenery unfolds before you. You travel through the mighty Colorado Rockies...cross the High Sierra...wind down the entire length of California's Feather River Canyon. And, you see it all during daylight hours! Pullmans...Chair Coaches...Buffet Lounge...Observation Lounge...through Pullman New York San Francisco

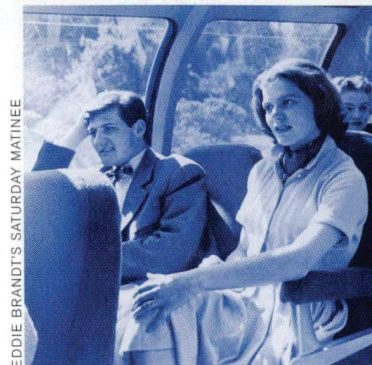
VISTA-DOME California Zephyr
CHICAGO - DENVER - SALT LAKE CITY - OAKLAND - SAN FRANCISCO

WESTERN PACIFIC

For illustrated California Zephyr booklet, write Jos. G. Wheeler, Dept. NG, Western Pacific, 526 Mission St., San Francisco 5.

MICHAEL ZEIGA COLLECTION

MOVIEGOERS had plenty of big-screen fare to choose from in 1955. They could pass their 50 cents through the little window at the front of the theater and buy a ticket to see William Holden and Kim Novak in the steamy *Picnic*, Frank Sinatra, Marlon Brando, and Jean Simmons in *Guys and Dolls*, or the everyman story of *Marty* with Ernest Borgnine. Then, of course, there was Fred and Beatrice Troller in *Cinerama Holiday*.



EDDIE BRANDT'S SATURDAY MATINEE

Who? Everyone knows Holden, Novak, Sinatra, Brando, and Borgnine. But the Trollers? And what is *Cinerama Holiday*?

Fred and Beatrice Troller

Cinerama Holiday didn't play everywhere, so even if you're old enough to have seen it when it was released, there's a good chance it might not have come to a theater near you. But if you saw it, chances are you remember it still.

One of the most sophisticated and technical filming processes of its day, Cinerama was, like 3-D movies with their wacky glasses, one of Hollywood's answers to the challenge of television. Although not introduced to the theater-going public until the early 1950's, Cinerama was the 1930's brainchild of Fred Waller, a motion-picture engineer at Paramount Studios.

As originally designed, the process photographed a scene with three cameras mounted together as a single unit and using a single shutter to record a wide-angle view roughly equivalent to human sight. Although standard 35mm film was used, each frame was 50 percent taller than the standard movie frame, and the camera was geared to run at a higher speed to improve resolution. Viewed on special curved theater screens encompassing 146 horizontal degrees and 55 vertical degrees, Cinerama movies were meant to make audiences feel as if they were immersed in the action they were seeing.

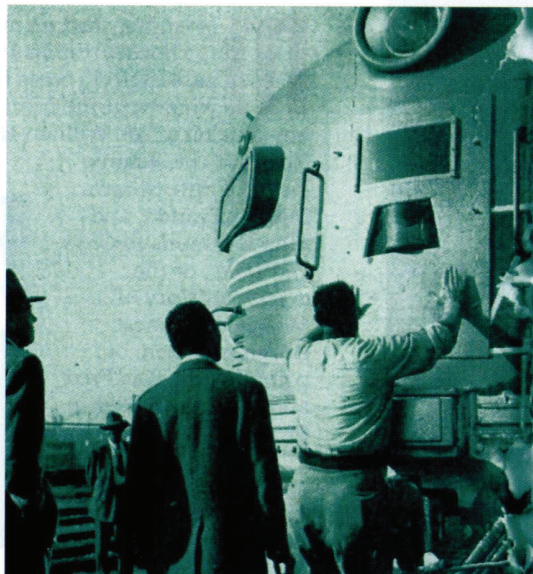
Cinerama Holiday was the second commercial film shot using the trademarked process, follow-

Future film star FP7 804-A leads the *Zephyr* west at Williams Loop, east of Keddie, Calif., in 1952. An ad in *National Geographic* played on the train's movie role.

CINERAMA

Production crew members check the plywood panel that replaced the locomotive's nose door; the rectangular opening above the curved camera lens was a window for cameramen.

Bill Hocker, of Louis de Rochemont Associates, stands on a colleague's shoulder and 804-A's coupler as he holds a "take" board before the wide-angle camera.



FOUR PHOTOS: WP MILEPOSTS, ART LLOYD COLLECTION



WP p.r. man Art Lloyd and his wife, Eleanor, enjoy a moment in one of the Cinerama special's dome cars.

The 300-lb. camera (opposite page) is handled with care during one of its many moves from diesel to dome car.

ing 1952's *This Is Cinerama*. Produced by Louis de Rochemont, *Cinerama Holiday* was a tale of two real-life young couples, John and Betty Marsh from the U.S. and the Trollers from Switzerland, as they visited each other's native land. After touring westward across the country—including a side trip through Arizona on a motor scooter—the Trollers begin their return on the luxurious San Francisco-Chicago *California Zephyr*, one of the premier passenger trains of its day. Once in the Windy City, the Swiss couple would meet their American counterparts to compare notes before heading home.

The CZ was a natural choice for this wide-screen travelogue. With a schedule built around scenery, it was the first (1949) and best long-distance "cruise train." Its normal consist included a whopping five dome cars: three coaches, a lounge, and a sleeper-lounge-observation car.

Although filming was done on all three of the CZ's sponsoring railroads—Chicago, Burlington & Quincy; Denver & Rio Grande Western; and Western Pacific—the majority of the work, according to retired WP public-relations man Arthur Lloyd, was done on the WP. Filming on the Rio Grande was primarily in scenic Glenwood Canyon, while CB&Q footage was confined to the Trollers' arrival in Chicago.

As with any Hollywood production, considerable behind-the-scenes effort was required. Rather than film aboard a regular CZ run, the producers arranged for a special train. Covering the CZ's entire route, it was formed of six CZ cars (baggage, diner, two sleepers, dome coach, and dome observation), a standard sleeper, and a Western Pacific business car.

To ensure the clearest possible photography, the glare-proof, slightly tinted glass that was so handy in allowing regular CZ passengers their



spectacular Vista-Dome view was removed and replaced with thin sheets of optically perfect Plexiglas panels, which were carefully cleaned each time the special stopped. Also, the first three pairs of seats on each side of one of the domes were removed to allow setting up the camera when shooting scenes through the windows.

Another Cinerama camera platform was set up in the nose of WP FP7 804-A so meets with other trains could be filmed. The regular nose door was replaced with a specially made version with a small window. Since the film crew on this part of the shoot had only one Cinerama camera—which weighed 300 pounds and cost \$250,000—it was transferred back and forth as needed.

Cabling was laid throughout the train to con-

nect the movie equipment and lights to the special generators in the baggage car. Telephone lines kept everyone aboard in touch with each other. Movie-company trucks loaded with extra generators and spare parts were sent ahead of the special on a freight train, "just in case."

Aboard the special train were the Trollers; Otis Carney, the writer and producer in charge of this particular Cinerama unit; director Philippe de Lacy; cameraman Harry Squires; an additional two-dozen-plus movie production people; several WP employees to oversee and assist in the special operation; and the usual train, engine, and on-board service crews.

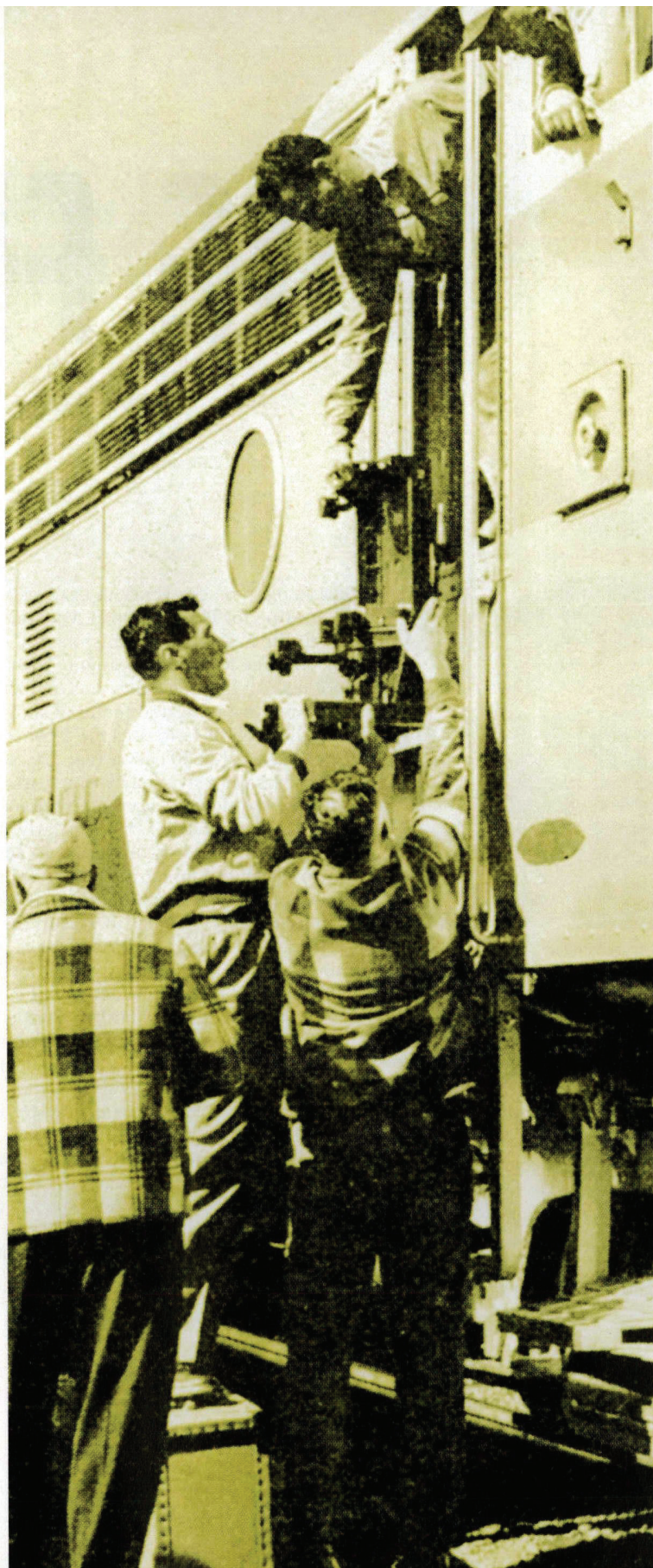
Filming began February 21, 1954, when the Cinerama camera caught the regular CZ departing Oakland. The special followed on the 22nd, with the camera in 804-A's nose dutifully recording the train moving through downtown Oakland and splitting CTC signals on the road. At Niles, the camera was moved back to the dome coach. The train overnights at Oroville, Calif.

On the second day, photography began near Pulga to capture the meet with the westbound *Zephyr*. The special then backed to Bloomer to photograph the Trollers enjoying the beauty of the Feather River Canyon. A brief stop at Portola allowed the production crew to set up klieg lights in the lounge portion of the obs car for shots that evening as the mini-CZ headed east to Salt Lake City. At Portola, an impromptu snowball fight broke out among the cast and crew. On arrival at Salt Lake, the special and its film crew were handed off to the Rio Grande, which in turn forwarded it to the CB&Q in Denver.

Cinerama Holiday hit the big screen later in 1954 and was one of the biggest moneymakers of 1955. But Hollywood can be fickle. While the movie was a success, the expense of modifying theaters with the giant curved screen, multiple-speaker system, and special projection equipment limited the number of places in which Cinerama movies could be shown. There was also one big flaw: when projected, the lines of the three separate images were clearly visible.

The three-camera process limped along until *How the West Was Won* and *Best of Cinerama* were released in 1962. After that, the wide-screen concept with the Cinerama name was revamped using a single 70mm camera. A number of notable films were produced in that format including *It's a Mad, Mad, Mad, Mad World*; *The Greatest Story Ever Told*; and *2001: A Space Odyssey*. But the new process just didn't deliver the "part of the picture" experience the original technology, however flawed, provided.

Both Cinerama and the *California Zephyr* seemed full of promise when the two came together in 1954. Though both ultimately faded from the scene, they're remembered as symbols of the optimism and inventiveness of postwar America. ■





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

EASTBOUND AT MORANT'S CURVE, WEST OF BANFF, ALBERTA, SEPTEMBER, 1972.
MIKE SCHAFER PHOTO.

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*,

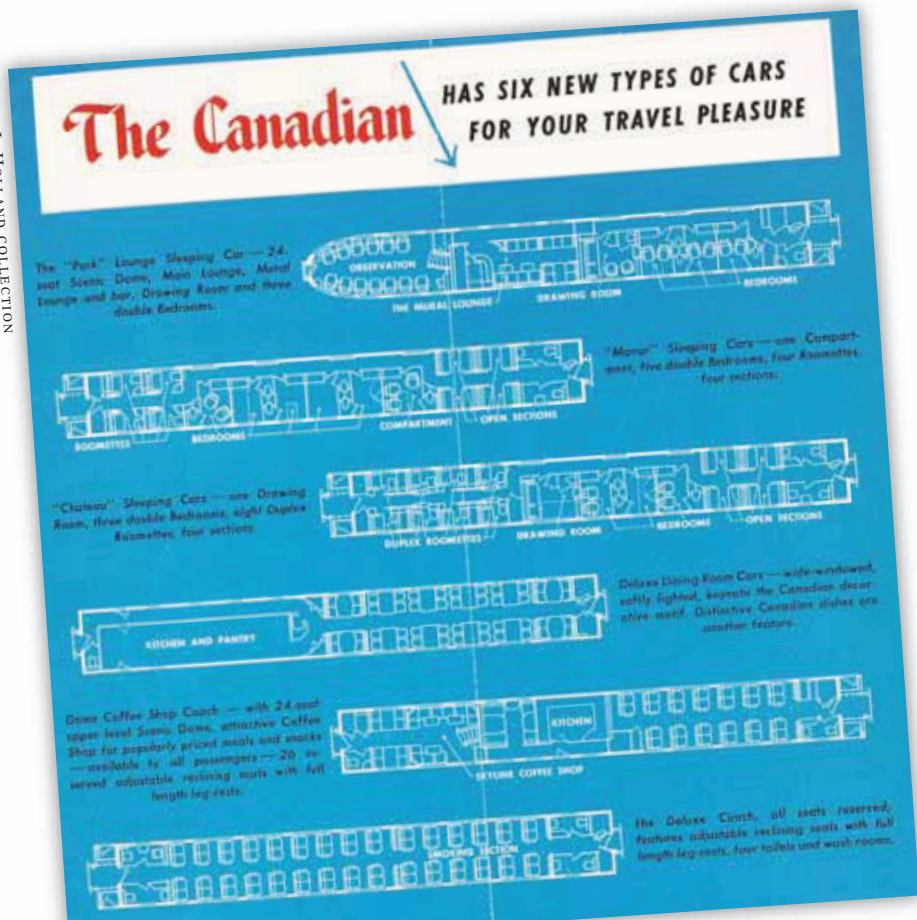
A publicity view shows the *Dominion* in the Rockies around 1952. Though comfortable and modern, CPR trains of this era were hardly dazzling.

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 E8A's 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





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 reprinted 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-

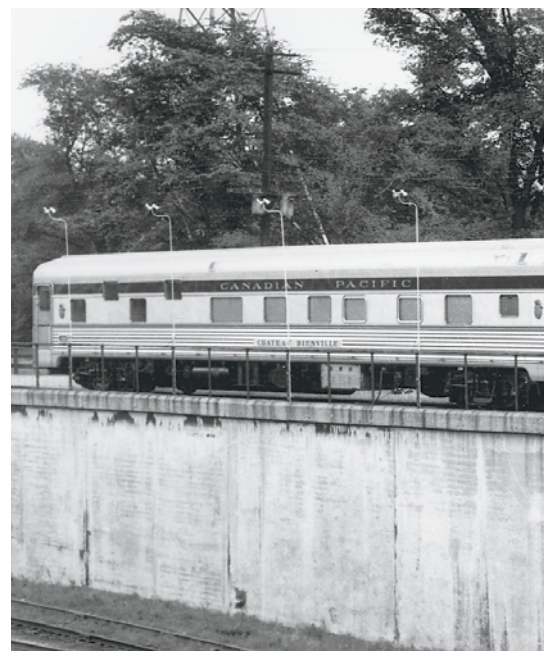
fee shop dome coaches featured a 4x9-foot carved linoleum mural map of Canada on the rear bulkhead of the coach section, a device adapted from the *California Zephyr* and intended to help passengers trace their journeys. The buffet section of these cars contained more carved linoleum panels featuring 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*.

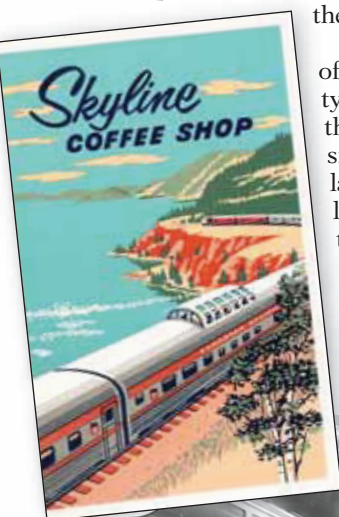
These first two cars were sent on a 10,000-mile cross-Canada publicity tour



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 stick-ers. 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, regeared 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 skirting. 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*.

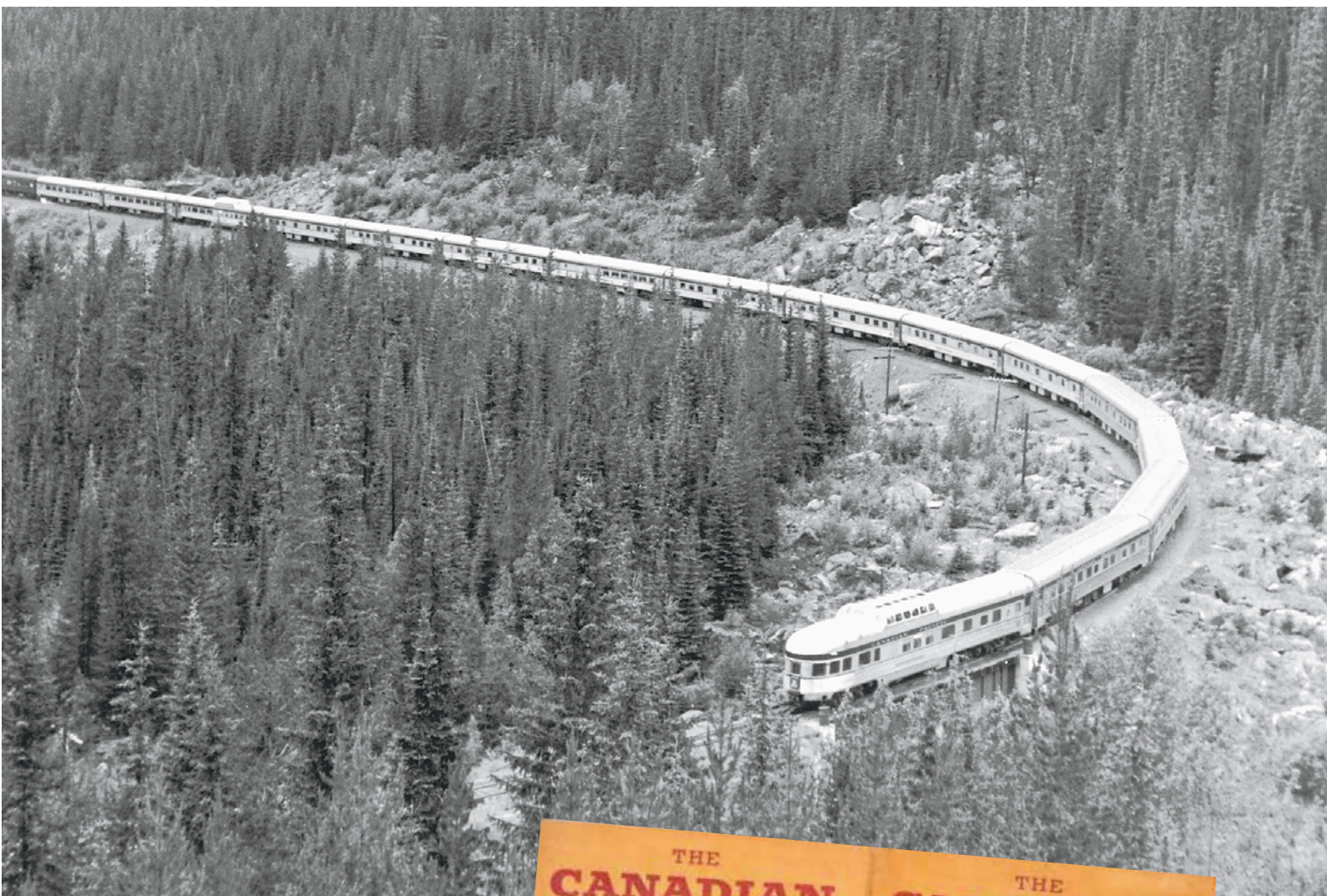
The Canadian's Budd-built cars rode on 8-foot, 6-inch wheelbase CanCar (Canadian Car & Foundry) 41-NDO trucks with 36-inch wheels. Trucks beneath baggage-dorms, and *Manor* and *Chateau*



In eastern British Columbia amid the majestic Rocky Mountains, *The Canadian* is seen east-bound 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

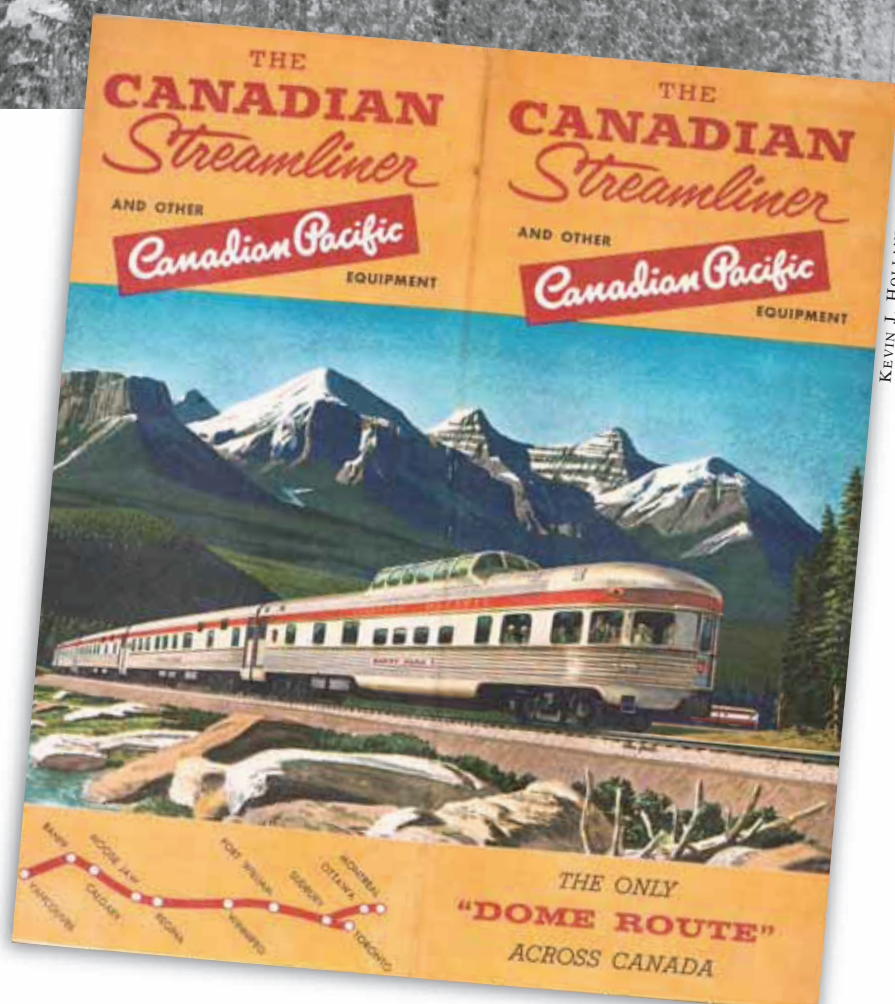


was imitation gold, and each car's name (or number) appeared below the windows in maroon on a stainless-steel panel. Mounted on the pier panel near each corner of every car (vestibule end only of the *Park* cars) were 18-inch-high cast metal CPR beaver crests. These lasted until the 1968 CP Rail image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

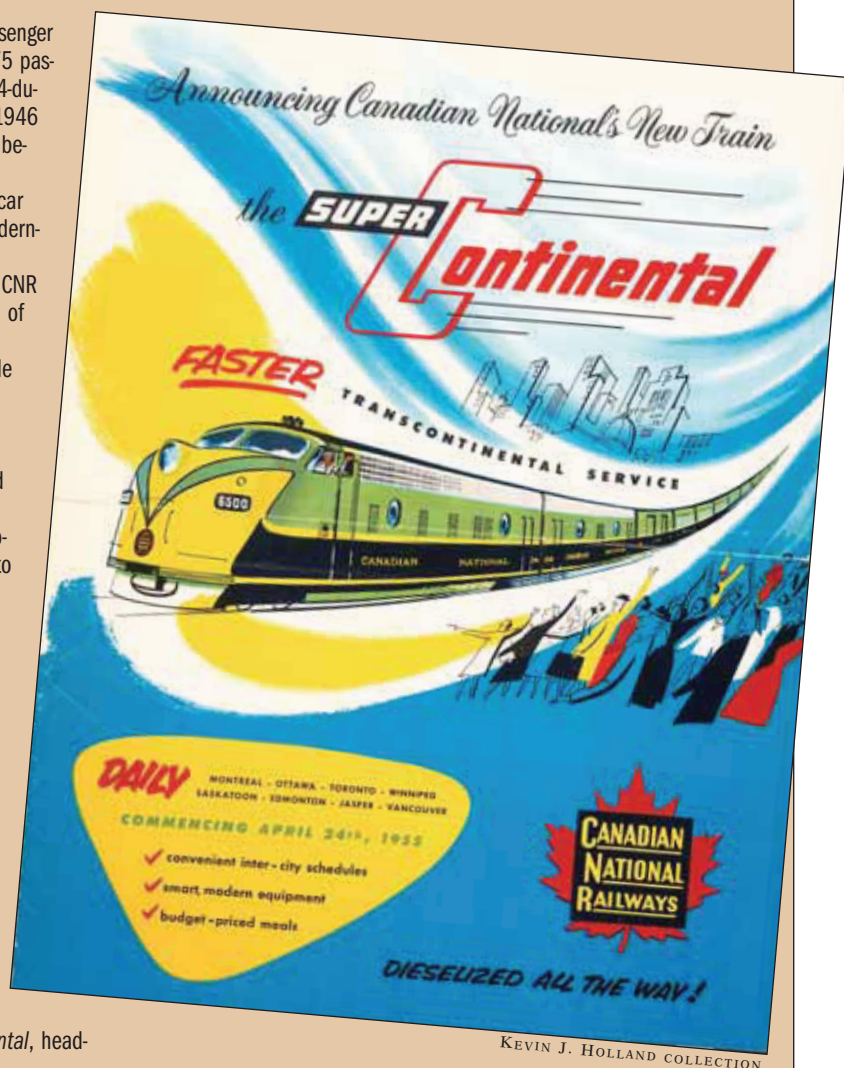
In 1952, CNR finally made the new-car plunge, and industry headlines, by requesting bids on 194 new, lightweight passenger cars. More headlines followed in 1953 with the placement of firm orders for 218 coaches from CC&F in Montreal, and 92 sleepers, 12 buffet-sleepers, 20 dining cars, and 17 parlors 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-*

ifornia 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.