

# Salzburg Castle

## Salzburg Austria

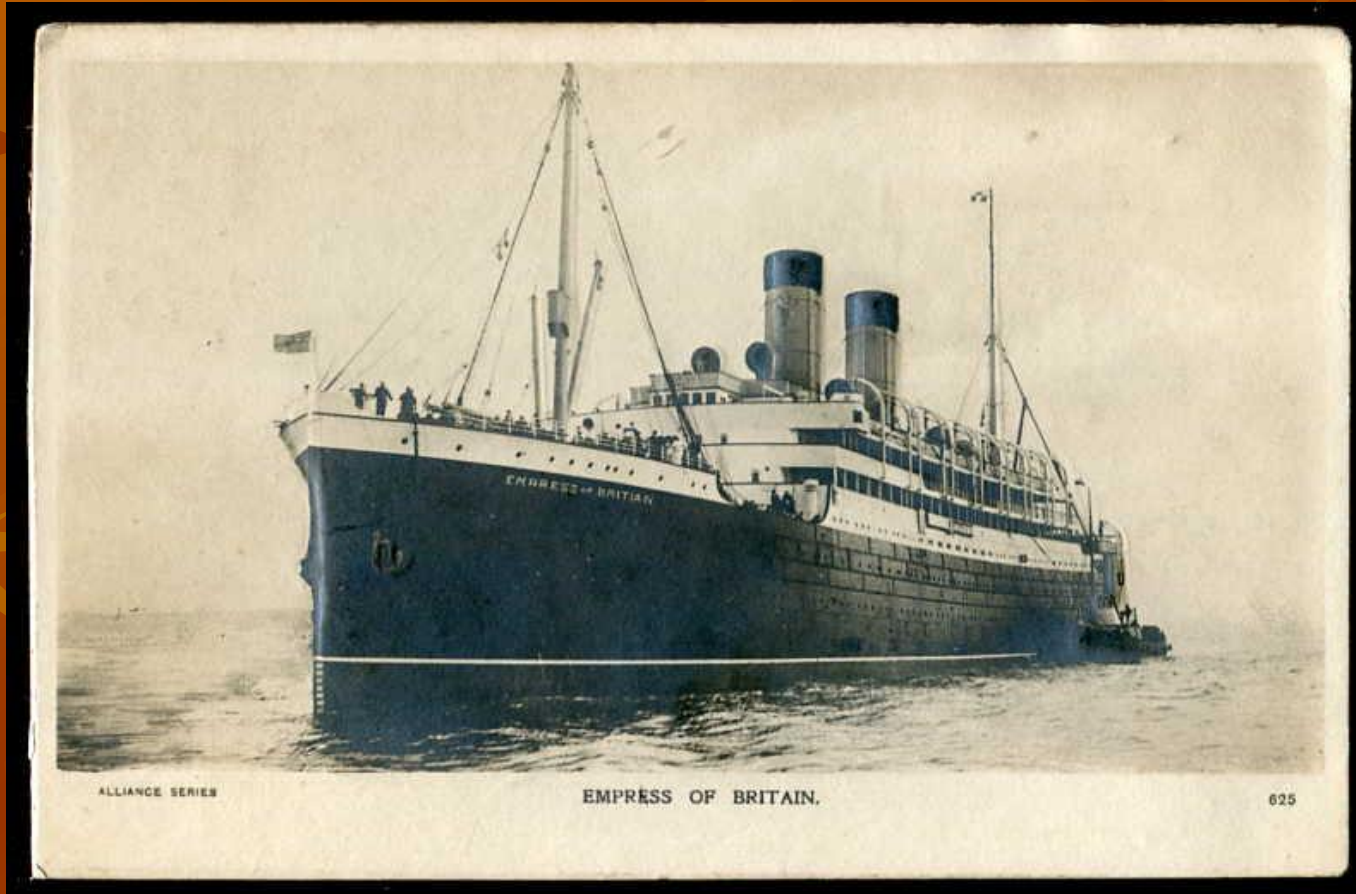


**By Canadian Pacific  
to Austria.  
Observation Cars in the  
Austrian Alps of Europe,  
1912-1914.**

# Canadian Pacific London Office



# 1906 CP builds Empress of Britain & Empress of Ireland for Tourist and immigration traffic.



July 1907

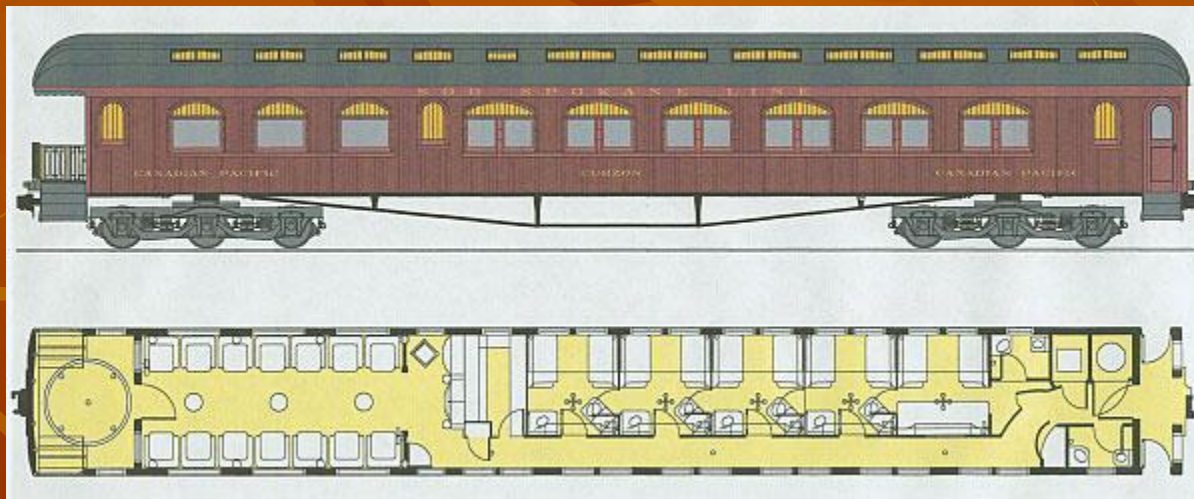
CPR & SOO Line introduce new train St-Paul to Spokane, then to Portland, Ore. in 1909.



European artist Cyrus Cuneo paints this poster for the CPR that is included in the Illustrated London News, London, Eng.



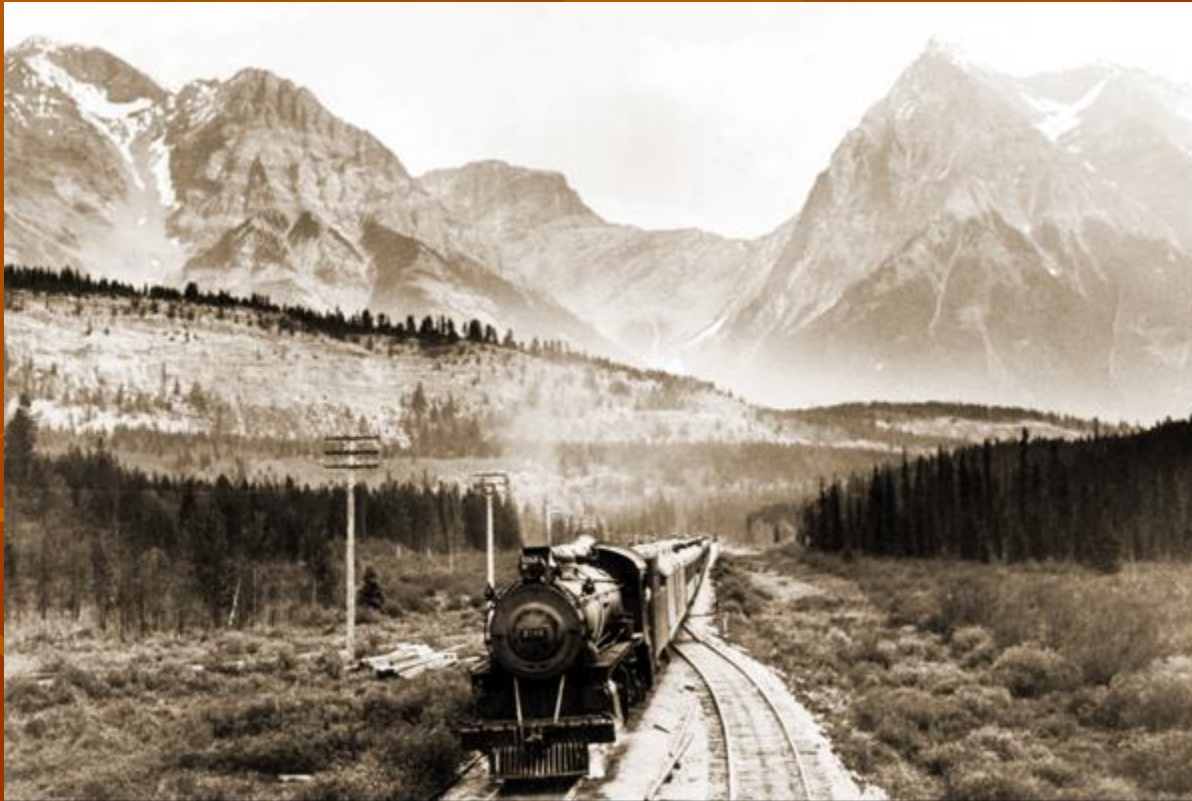
**For a five-year period, one could travel on this train from Portland, Oregon to St Paul, Minn. Change to another CPR train at the Twin Cities and travel by the CPR to S. S. Marie, Ottawa, Montreal and Portland, Maine.**



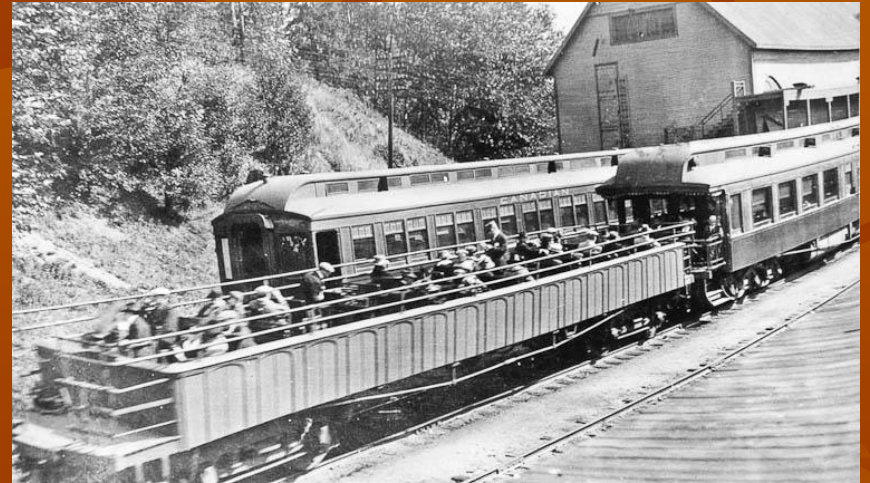
# Austria under Emperor Franz Joseph is impressed by the rail tourism in the Canadian Rockies.



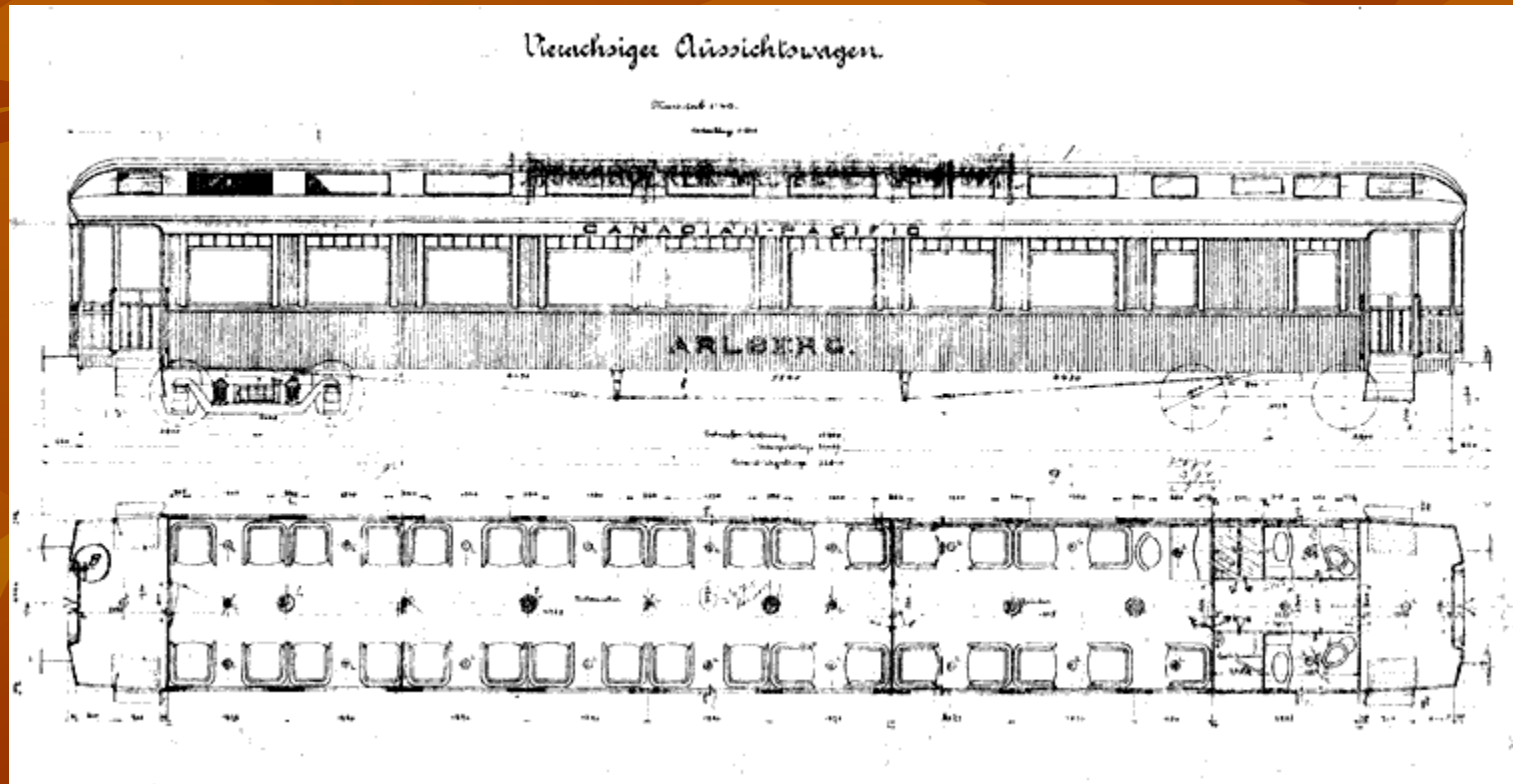
# Sends delegation to Canada and invites CPR to run carriages in Austria



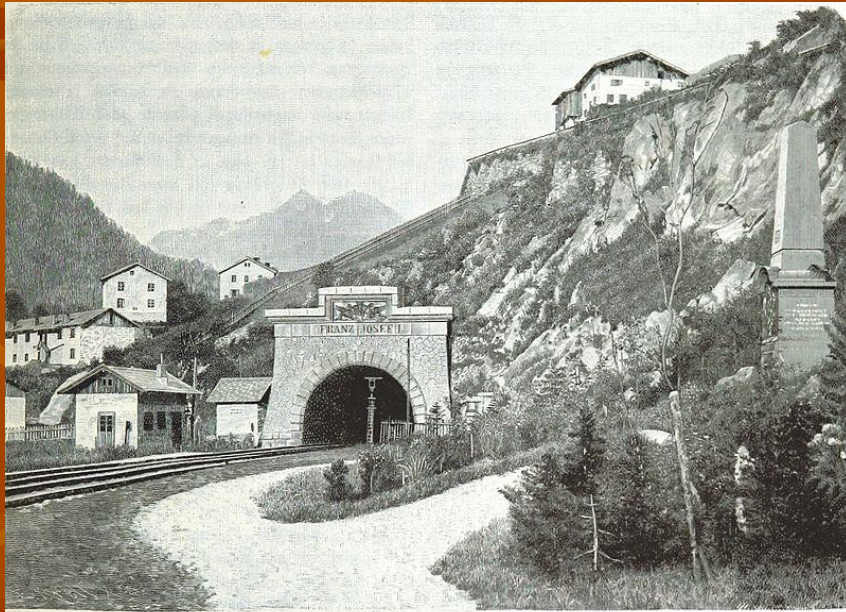
**CP at the time is using open  
mountain observation cars and had  
been since 1890.**



Contract is signed on 20 December 1911 to provide staff and parlor-observation cars. Cars are ordered 12 January 1912 to be built to CPR plans & specifications.



Opened 09-1884 – 2<sup>nd</sup> track 07-1885.  
6.3 miles long. Longest for over 100 years.  
Electrified – 1920s.



Der Sct. Anton-Tunnel.



**First three cars are delivered:  
'CANADA', 'EUROPE' & 'AMERICA'  
August 1912**



# Lettering Style used 1893 to 1913 Designed by Edward Colonna.



Exterior of cars are of Teak timber to match the cars of Wagons-Lits.



**Interiors had 34 armchairs covered in green leather, with matching desk. Each car cost \$23,000.00.**



# CPR observation-parlor car 'CANADA' is blessed by Father Burke at old Vienna West Station



The inauguration of the Canadian cars was a multi-day event attracting more than 300 guests. Austria wanted to put itself on the tourist map.



# Inaugural train runs Vienna to Mielk, Austria, Sunday August 18, 1912.



# First trip includes at right Sir George McLaren Brown, and John Murray Gibbon of the CPR



**At a Party in Vienna government representatives spoke warm words.**



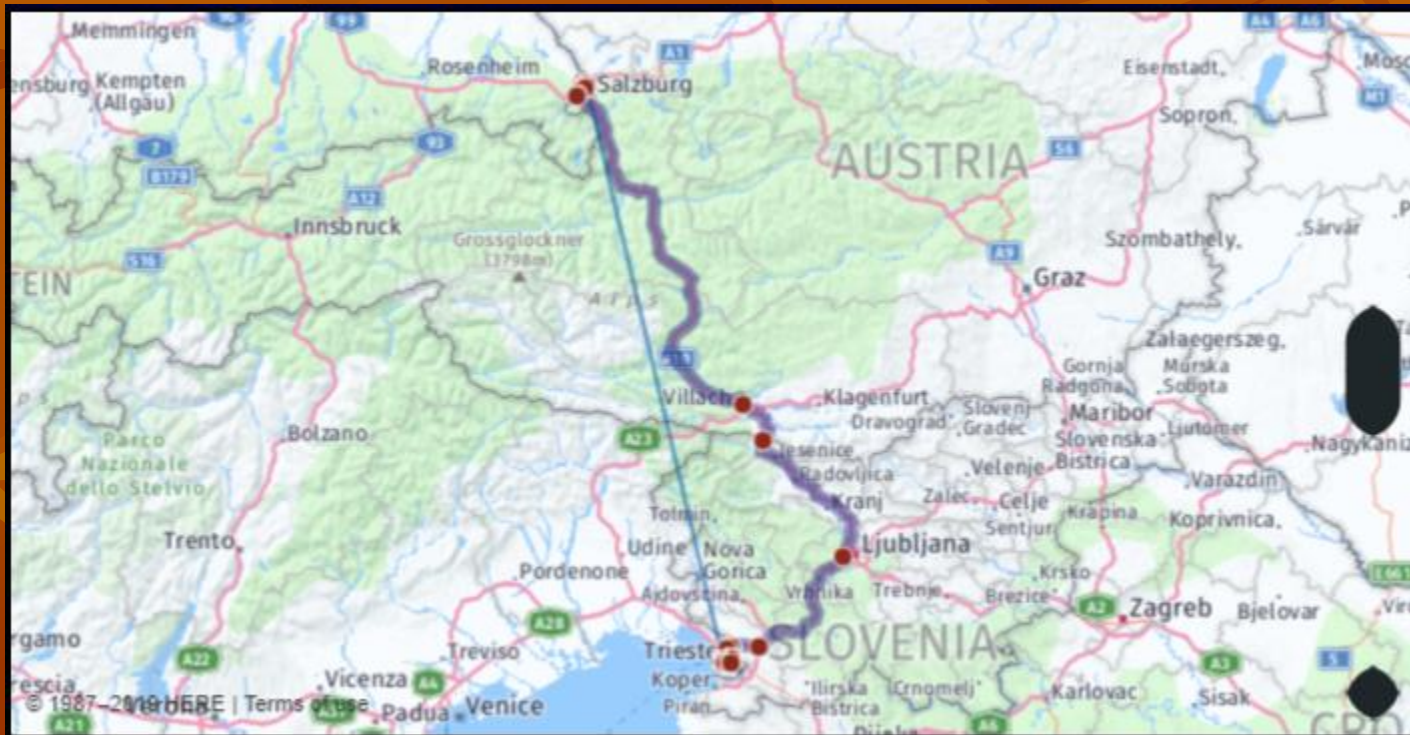
**The guests were offered trips to Melk and Salzburg and a boat tour on the Danube.**



**They had dinner with officials and receptions with members of the imperial family.**



Via the *Tauernbahn* the cars travelled to Trieste.



**At Trieste the guests spent the night on a luxury steamer of the 'Austrian Lloyd' line.**



# Canadian Pacific opens office in Vienna, August 1912.



**5 additional cars are added June 1913.  
Austria; Africa; Britannia; Australia & Asia.  
'BRITANNIA' was used to open a new line.**



# CPR has a large advertizing campaign for the service

**Austria** 1912

**Canadian Pacific Guide**

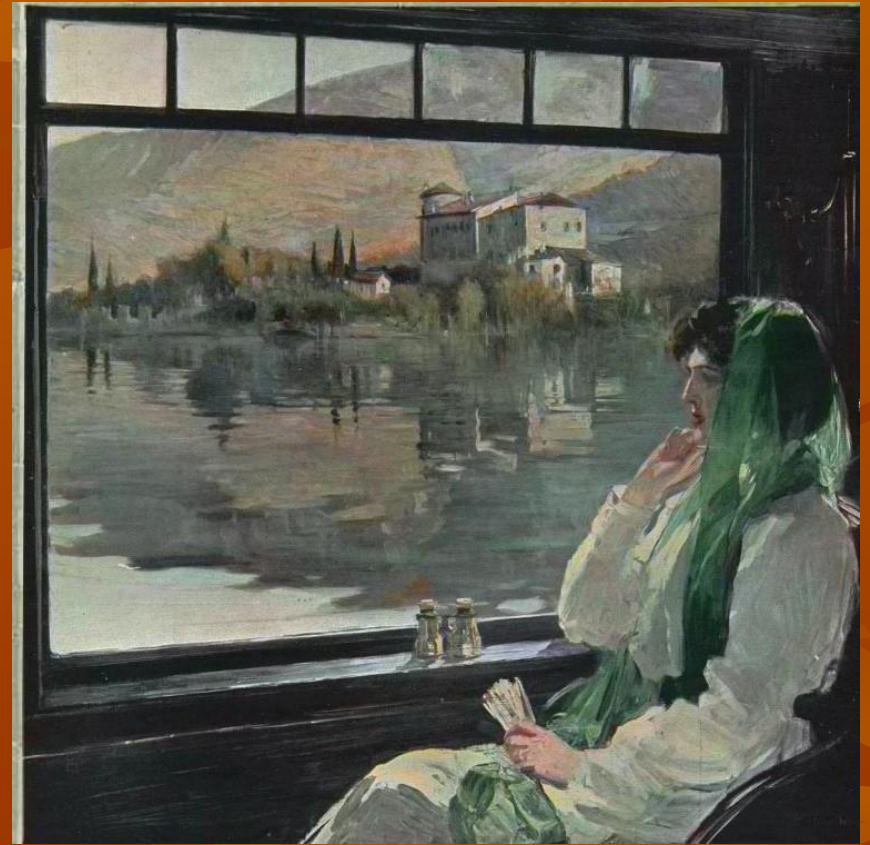
**Observation Car Service**

*Arberg-Innsbruck (Tyrol)*  
*Salzburg (Salzkammergut)*  
 Vienna  
*Badgastein (Tauern)*  
*Villach (Karewanken)*  
 Trieste

**Aussichtswagen-Route: Wien—Salzburg—Innsbruck**  
 [Anschluss nach (München)—Zürich—Paris—London und zurück.]  
**Observation Car Route: Vienna—Salzburg—Innsbruck**  
 [Connections to (Munich)—Zürich—Paris—London and return.]

Anmerk.	S. 109	Read	Stations — Stations	Read	S. 110
Remarks	L. H.	down		up	L. H.
	10 <sup>00</sup> (a. m.)	ab (dep.)	Wien (Vienna) (Westb.)	an (arr.)	720 (p. m.)
	10 <sup>10</sup> (a. m.)	ab (dep.)	Hütteldorf-Hacking	an (arr.)	710 (p. m.)
		↓	Neulengbach	▲	620 (p. m.)
	11 <sup>12</sup> (a. m.)	an (arr.)	St. Pölten X	ab (dep.)	6 <sup>15</sup> (p. m.)
	11 <sup>14</sup> (a. m.)	ab (dep.)	▲	an (arr.)	6 <sup>22</sup> (p. m.)
	11 <sup>30</sup> (a. m.)	↓	Melk	▲	5 <sup>54</sup> (p. m.)
	12 <sup>18</sup> (p. m.)	an (arr.)	Amstetten X	ab (dep.)	4 <sup>50</sup> (p. m.)
	12 <sup>21</sup> (p. m.)	ab (dep.)	▲	an (arr.)	4 <sup>52</sup> (p. m.)
	1 <sup>00</sup> (p. m.)	an (arr.)	St. Valentin X	ab (dep.)	4 <sup>12</sup> (p. m.)
	1 <sup>01</sup> (p. m.)	ab (dep.)	▲	an (arr.)	4 <sup>10</sup> (p. m.)
	1 <sup>09</sup> (p. m.)	↓	Enns	▲	4 <sup>02</sup> (p. m.)
	1 <sup>27</sup> (p. m.)	an (arr.)	Linz X	ab (dep.)	3 <sup>43</sup> (p. m.)
	7 <sup>20</sup> (a. m.)	ab (dep.)	Prag	an (arr.)	921 (p. m.)
	1 <sup>02</sup> (p. m.)	ab (dep.)	Eger	an (arr.)	5 <sup>07</sup> (p. m.)
	1 <sup>09</sup> (a. m.)	ab (dep.)	Hildesheim	an (arr.)	9 <sup>07</sup> (p. m.)
	1 <sup>00</sup> (p. m.)	ab (dep.)	Linz X	an (arr.)	2 <sup>55</sup> (p. m.)
	2 <sup>04</sup> (p. m.)	an (arr.)	Wels X	ab (dep.)	6 <sup>14</sup> (p. m.)
	2 <sup>10</sup> (p. m.)	ab (dep.)	▲	an (arr.)	6 <sup>13</sup> (p. m.)
	2 <sup>25</sup> (p. m.)	an (arr.)	Lambach X	ab (dep.)	5 <sup>00</sup> (p. m.)
	2 <sup>24</sup> (p. m.)	ab (dep.)	▲	an (arr.)	2 <sup>58</sup> (p. m.)
	2 <sup>44</sup> (p. m.)	an (arr.)	Attnang-Puchheim X	ab (dep.)	2 <sup>43</sup> (p. m.)
	2 <sup>54</sup> (p. m.)	ab (dep.)	▲	an (arr.)	2 <sup>50</sup> (p. m.)
	3 <sup>34</sup> (p. m.)	ab (dep.)	Vöklabruck X	ab (dep.)	2 <sup>33</sup> (p. m.)
		↓	Salzburg X	an (arr.)	2 <sup>32</sup> (p. m.)
	4 <sup>15</sup> (p. m.)	an (arr.)	▲	ab (dep.)	1 <sup>53</sup> (p. m.)
	7 <sup>15</sup> (p. m.)	an (arr.)	München (Munich)	ab (dep.)	9 <sup>40</sup> (a. m.)
	7 <sup>20</sup> (p. m.)	an (arr.)	Paris (Ostbth.)	ab (dep.)	6 <sup>15</sup> (p. m.)
	12 <sup>15</sup> (p. m.)	an (arr.)	London (Charing Cross)	ab (dep.)	9 <sup>00</sup> (a. m.)
	4 <sup>10</sup> (p. m.)	ab (dep.)	Salzburg X	an (arr.)	12 <sup>49</sup> (p. m.)
	6 <sup>10</sup> (p. m.)	ab (dep.)	Hallein	▲	12 <sup>30</sup> (p. m.)
	6 <sup>40</sup> (p. m.)	an (arr.)	Bischofshofen X	ab (dep.)	11 <sup>44</sup> (a. m.)
	6 <sup>50</sup> (p. m.)	ab (dep.)	▲	an (arr.)	11 <sup>41</sup> (a. m.)
	6 <sup>55</sup> (p. m.)	an (arr.)	Schwarzach-St. Veit X	ab (dep.)	11 <sup>35</sup> (a. m.)
	7 <sup>42</sup> (p. m.)	an (arr.)	Badgastein	ab (dep.)	10 <sup>57</sup> (a. m.)
		↓	Badgastein	an (arr.)	1 <sup>40</sup> (p. m.)
	8 <sup>10</sup> (p. m.)	ab (dep.)	Schwarzach-St. Veit X	an (arr.)	11 <sup>11</sup> (a. m.)
	8 <sup>15</sup> (p. m.)	↓	Bruck-Puch	▲	11 <sup>05</sup> (a. m.)
	7 <sup>15</sup> (p. m.)	an (arr.)	Zell am See	▲	10 <sup>46</sup> (a. m.)
	7 <sup>17</sup> (p. m.)	an (arr.)	▲	ab (dep.)	10 <sup>18</sup> (a. m.)
	7 <sup>20</sup> (p. m.)	ab (dep.)	Saalfelden X	an (arr.)	10 <sup>12</sup> (a. m.)
	8 <sup>22</sup> (p. m.)	an (arr.)	Kitzbühel	▲	9 <sup>58</sup> (a. m.)
	8 <sup>30</sup> (p. m.)	an (arr.)	Wörgl X	ab (dep.)	8 <sup>45</sup> (a. m.)
	11 <sup>25</sup> (p. m.)	an (arr.)	München Hauptbthl.	ab (dep.)	9 <sup>57</sup> (a. m.)
		↓	München Hauptbthl.	an (arr.)	12 <sup>10</sup> (p. m.)
	9 <sup>10</sup> (p. m.)	ab (dep.)	Wörgl X	an (arr.)	8 <sup>49</sup> (a. m.)
	9 <sup>42</sup> (p. m.)	↓	Jenbach (Achenseec)	▲	7 <sup>45</sup> (a. m.)
	10 <sup>10</sup> (p. m.)	an (arr.)	Schwarz	▲	7 <sup>18</sup> (a. m.)
	10 <sup>20</sup> (p. m.)	an (arr.)	Hall	▲	7 <sup>18</sup> (a. m.)
		↓	Innsbruck X	ab (dep.)	7 <sup>18</sup> (a. m.)
	8 <sup>1</sup> (a. m.)	an (arr.)	Buch	ab (dep.)	2 <sup>28</sup> (a. m.)
	8 <sup>3</sup> (a. m.)	an (arr.)	Zürich	ab (dep.)	11 <sup>25</sup> (p. m.)
	8 <sup>40</sup> (p. m.)	an (arr.)	Paris	ab (dep.)	1 <sup>00</sup> (p. m.)
	8 <sup>42</sup> (a. m.)	an (arr.)	London	ab (dep.)	9 <sup>30</sup> (p. m.)
	4 <sup>10</sup> (p. m.)	an (arr.)	Bozen-Gries	ab (dep.)	1 <sup>45</sup> (a. m.)
	7 <sup>20</sup> (p. m.)	an (arr.)	Meran	ab (dep.)	11 <sup>11</sup> (p. m.)
		↓	Trient	ab (dep.)	11 <sup>11</sup> (p. m.)

# Including artwork by Cyrus Cuneo



# Add in Medicine Hat Daily News

## 10 September 1912.

Page 6. MEDICINE HAT DAILY NEWS. Toronto, September 28th, 1912.

### Canadian Cars on Austrian Railways

American visitors may now, in the familiar type of Canadian Observation Cars, visit the most wonderful scenery of Europe.



**By J. J. LITTLE, Editor.**

THE GREAT WESTERN RAILWAY COMPANY, in its effort to make the trip to Europe more comfortable and enjoyable for its American passengers, has introduced a new type of observation car on its transatlantic service. This car, known as the Canadian Observation Car, is a masterpiece of modern railway engineering and is designed to provide the most comfortable and enjoyable travel possible.

The car is built on a special chassis and is equipped with the latest in railway appliances. It is spacious, well-ventilated, and has large windows that provide a panoramic view of the scenery. The car is also equipped with comfortable seating and excellent service.

The Canadian Observation Car is now being used on the Great Western Railway's transatlantic service, and it is proving to be a great success. American visitors are enjoying the most wonderful scenery of Europe from the comfort and safety of this new type of car.

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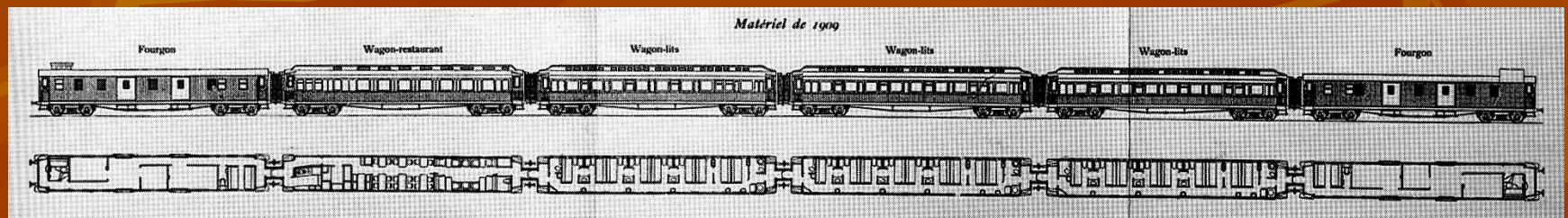
Advertised throughout USA &  
Canada.

*Canadian Cars on Austrian Railways*  
American Visitors may now, in the familiar type of Canadian Observation Cars,  
Visit the most wonderful scenery of Europe.



# Standard Formation of Orient Express 1909-1914

- 1-Fourgon
- 3-CIWL sleeping wagons
- 1-CIWL restaurant wagon
- 1-Fourgon
- 2-Fourgons
- 3-CIWL sleeping cars
- 1-CIWL restaurant car
- 1-CPR observation car



# The Canadian cars were very popular. Staff from CP to OE. (Called Aussichts-Salonwagen)



**Two CPR steamships are renamed for the new service Montreal to Trieste, Austria on the Adriatic coast to connect with the rail service, May 1913.**



## LAKE ERIE (1899) r/n TYROLA

## LAKE CHAMPLAIN (1900) r/n RUTHENIA

- Austrian and German shipping companies see their monopoly threatened and start a smear campaign. Canadian Pacific is held responsible for a complete exodus of some 600,000 of Austria's conscripts. The company is sued, and its concession suspended June 1914.
- Truth is CP handed only about 10,000 poor emigrants on one-way tickets to Canada.

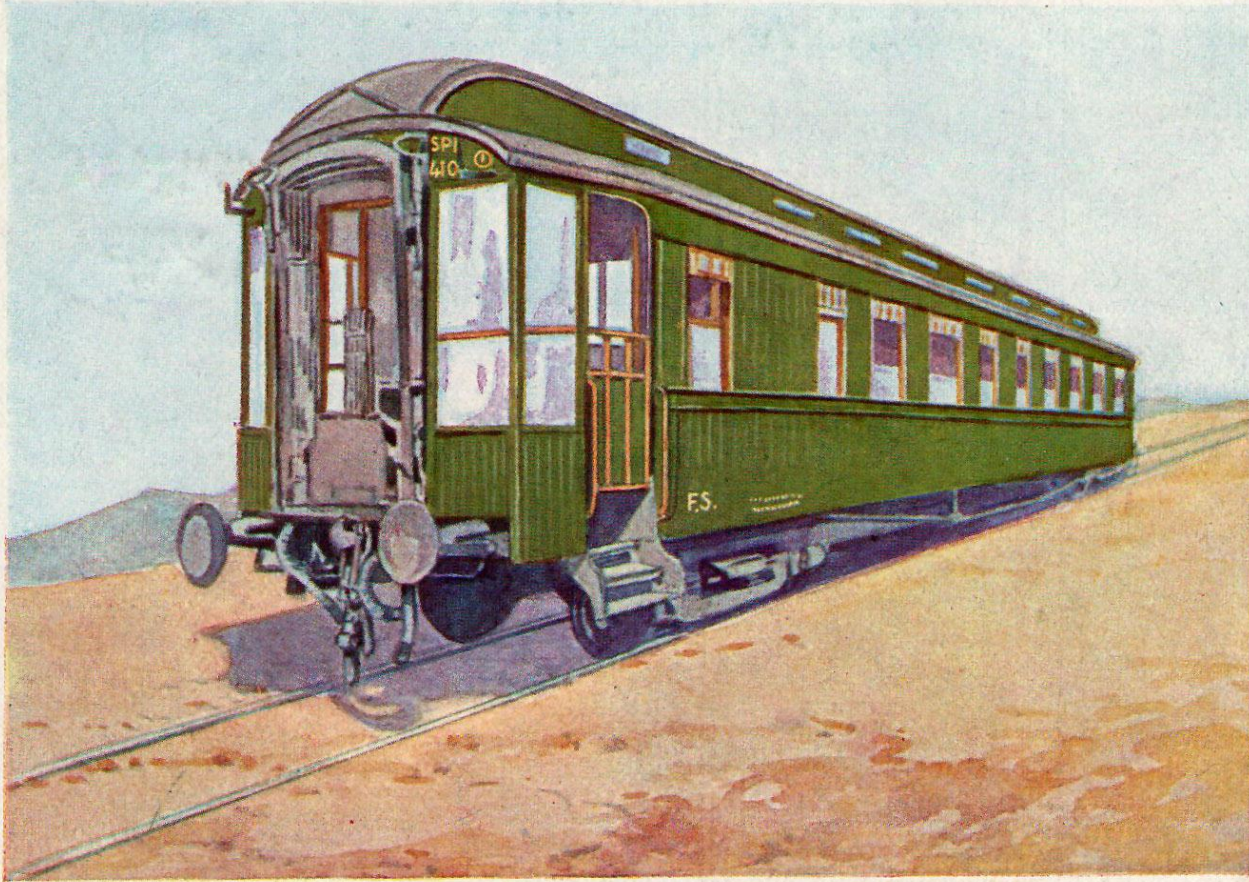
**The service continued until June 1914 when  
the CPR officials are arrested.  
Then WWI breaks August 01, 1914.**



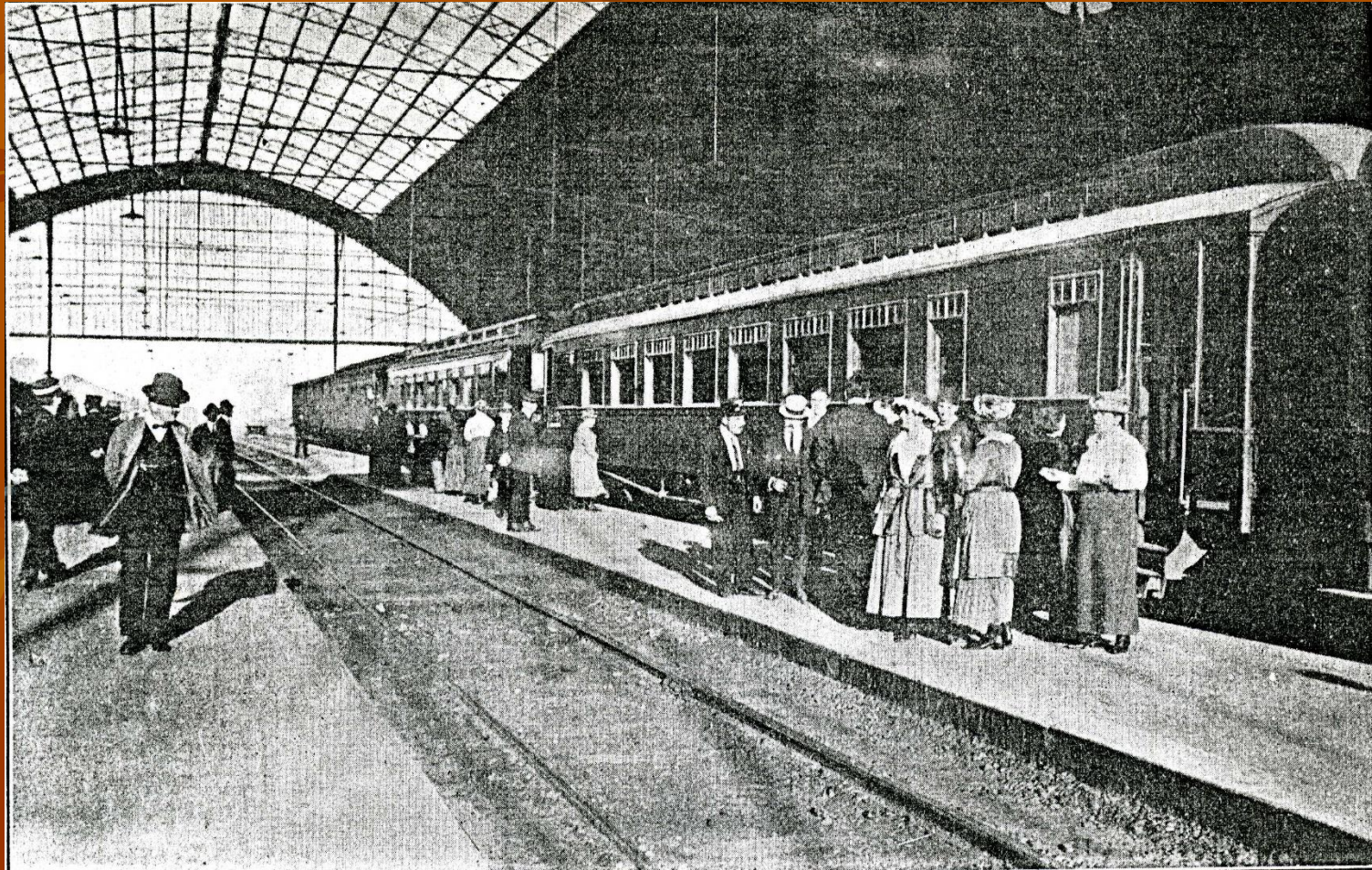
**September 19, 1914, with Canada and Austria in hostile camps the 8 cars are seized. Then used as ambulance cars by the Austrian armies.**



All 8 cars survive WWI & return to CP in very good condition, who sell to Italy in 1920. Painted green they begin service August 1920.



**Naples –Rome – Milan August 21, 1920**  
**In 1928 Mussolini commandeers the cars & used until 1935 as part of his special train.**



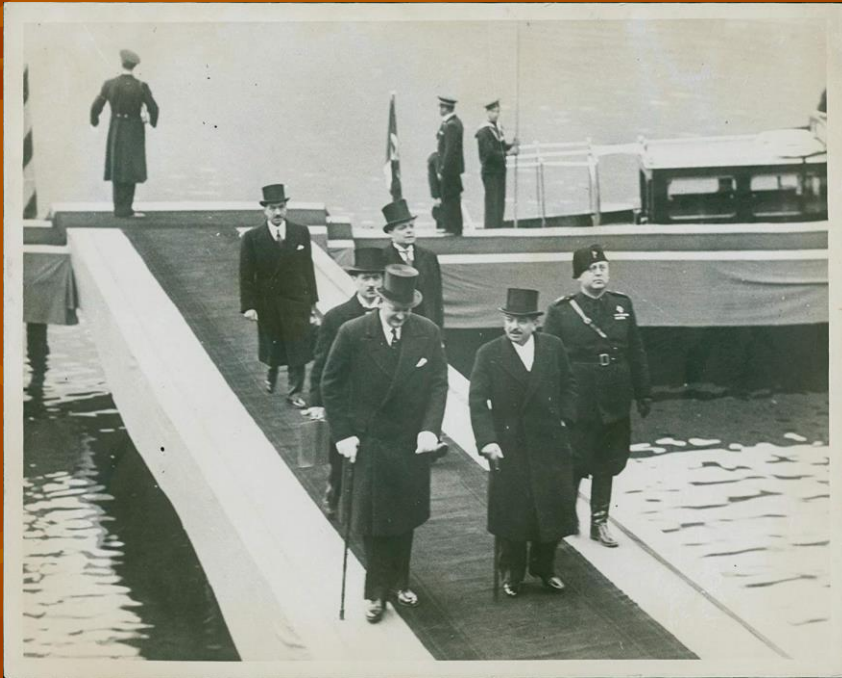
# Interior of the Secretaries car for Mussolini's new train of 1935 & Mussolini in 1936.



# 1935 Conference in Stresa Italy



# The big powers snub Italy and Japan.



**WWII -The cars are used again as hospital cars and then as shelters for displaced persons and survive the war with three lasting to 1972.**



# Hamburg America acquires Austrian Lloyd. Later named Hapag-Lloyd.



# Hapag-Lloyd acquires CP Ships in 1996.



# CP & Hapag introduce new container service Europe & Chicago in 2021.



I STILL THINK  
I'M THE  
HANDSOMEST GUY  
OF THEM ALL!

