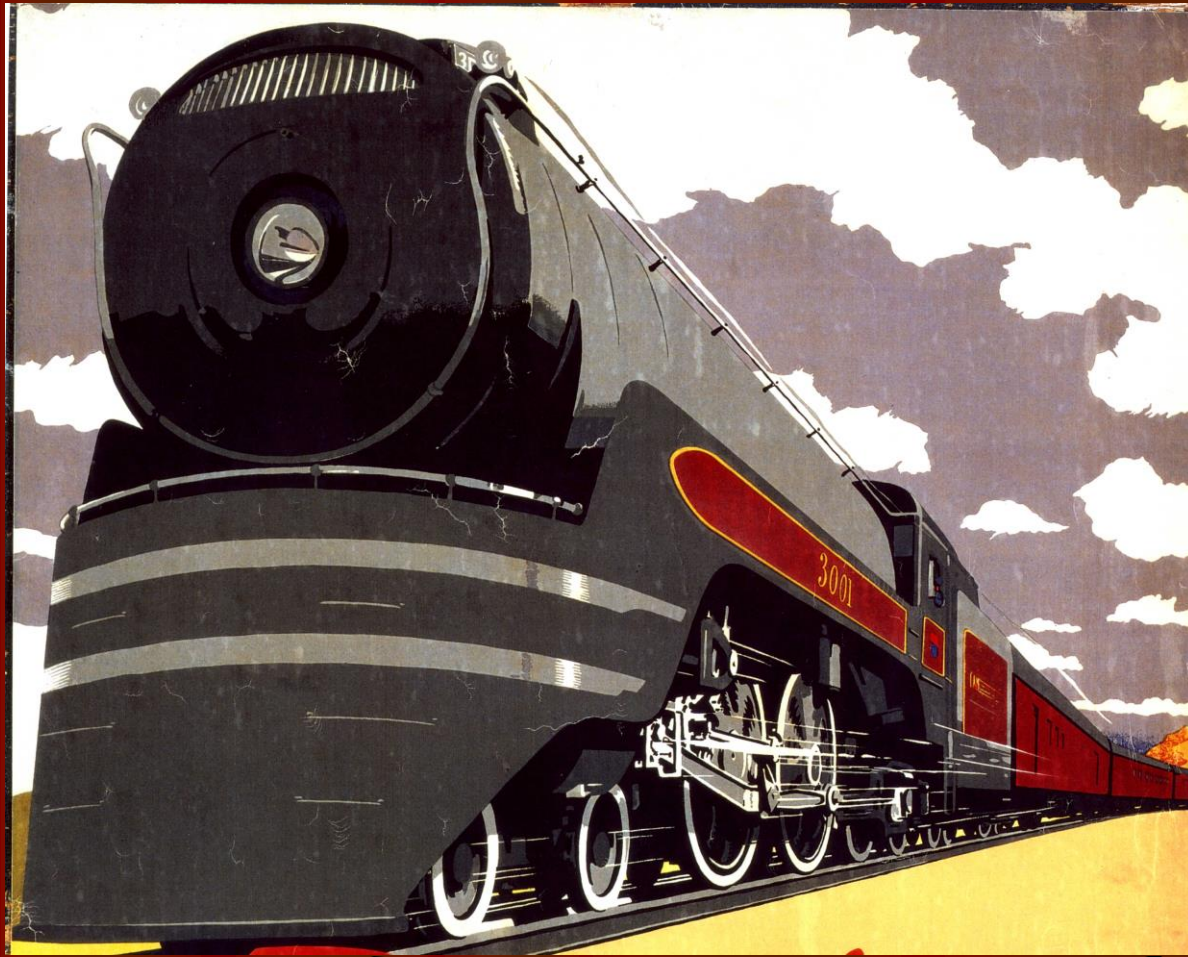


Light Weight Streamlined Cars of Canadian Pacific

Introducing the Designs by
Henry B. Bowen
and the Final Act of Stainless Steel.
Real Rails October 2025

By Douglas R. Phillips

The style known as 'Streamline Moderne' or 'Art Deco in Motion'.



Creation of Henry Blaine Bowen.
Chief of Motive Power & Rolling Stock 1928-1949.



The Trains were Patterned after Milw.
Chicago-Twin Cities – 'Hiawatha'
introduced 29 May 1935.



August & September three trains went on tour – one in Ont. & one in Que., the other Western Canada. A fourth set was used as a Test Train.



27 September 1936.

CP introduced Four - 4 Car Light-Weight
Air-Conditioned Streamlined Trains.

- Toronto – Detroit – the “*Royal York*”.
- Montreal – Quebec – 2 “un-named” trains.
- Calgary-Edmonton – the “*Chinook*”.

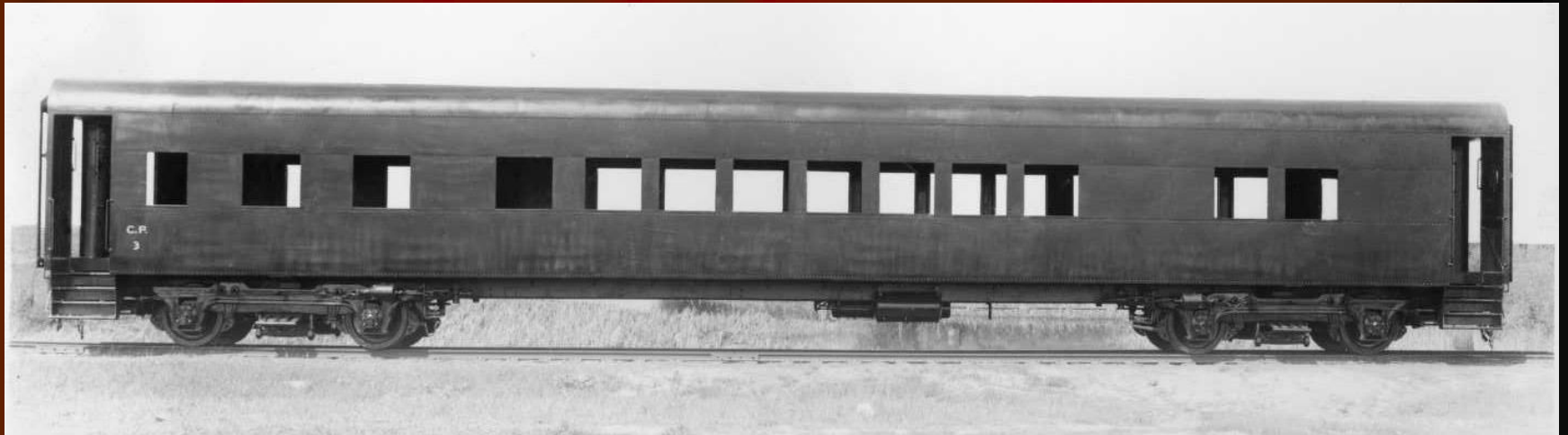
The First "Bowen" Cars of 1936.

16 cars ordered November 1935, were delivered in July-Aug 1936.



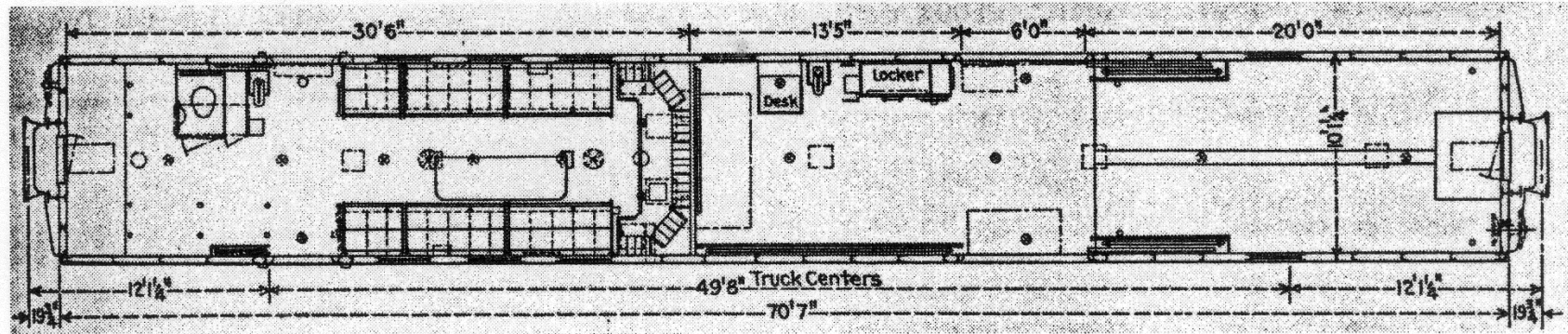
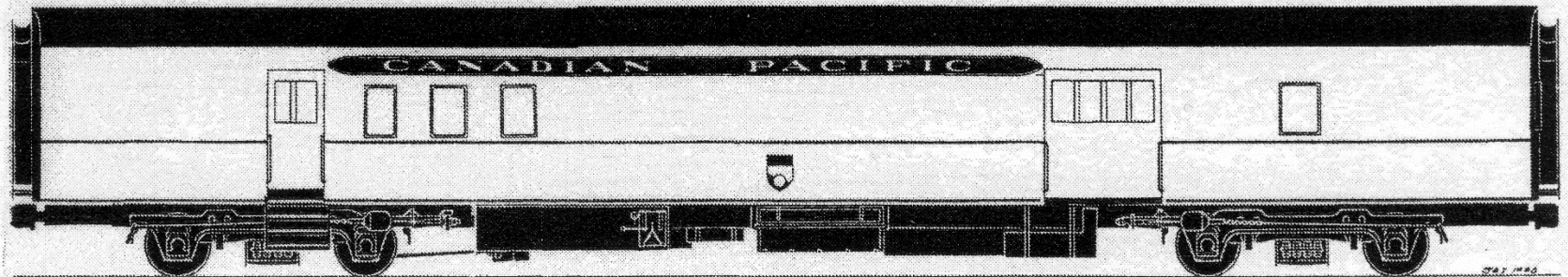
Frames, car bodies and trucks delivered by National Steel Car.

interiors completed by Angus Shops.
Length coupler to coupler 73' 10 1/2"



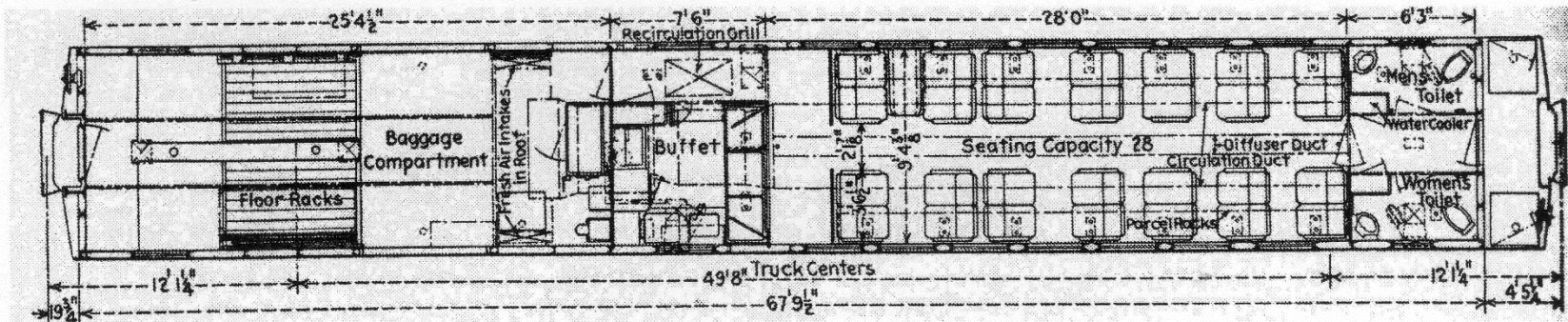
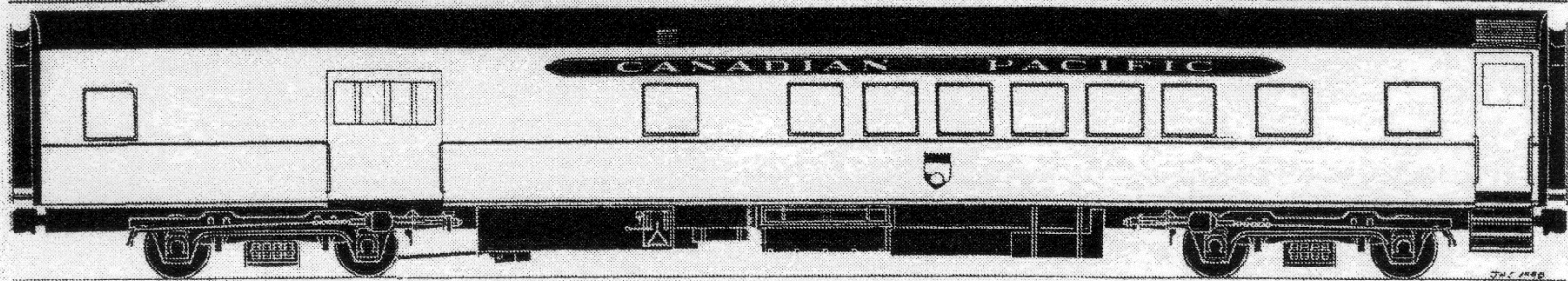
Four 70' Combination Mail and Express cars.

3600-3603 Weight 108,000 lbs.



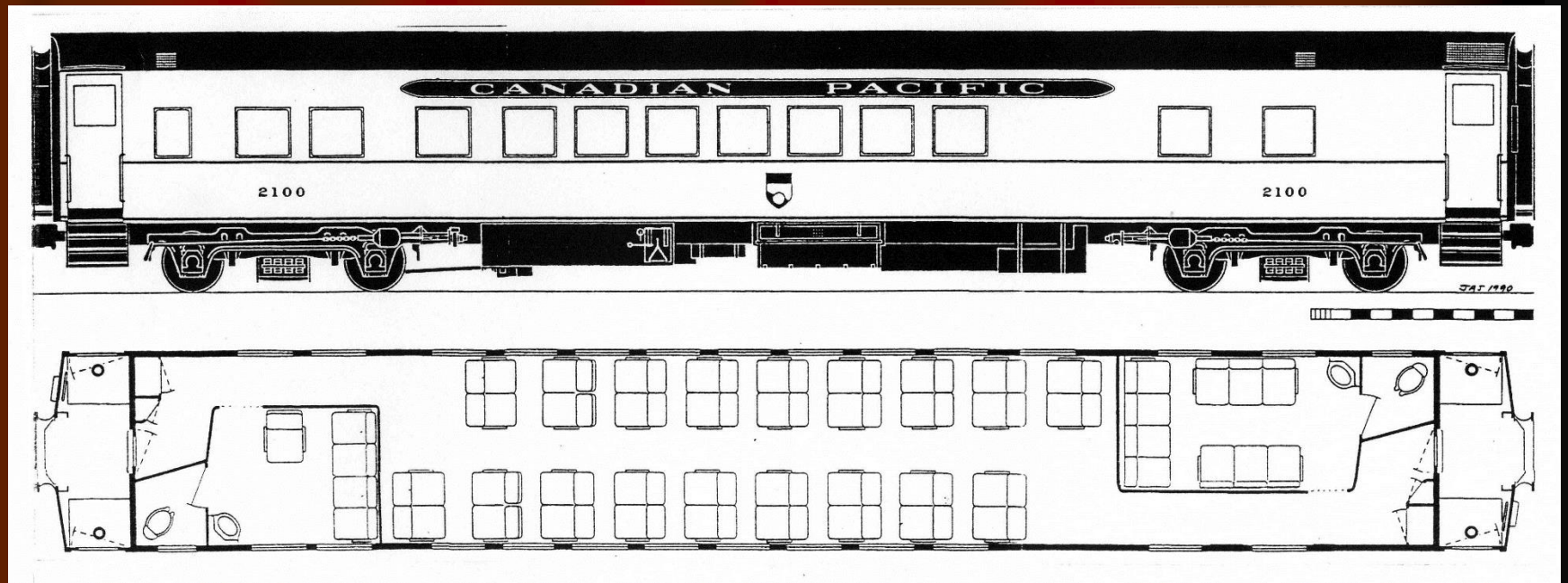
Four 70' Combination Baggage-Bufferet-Coaches.

3050-3053 Weight 114,000 lbs. - seating 28.

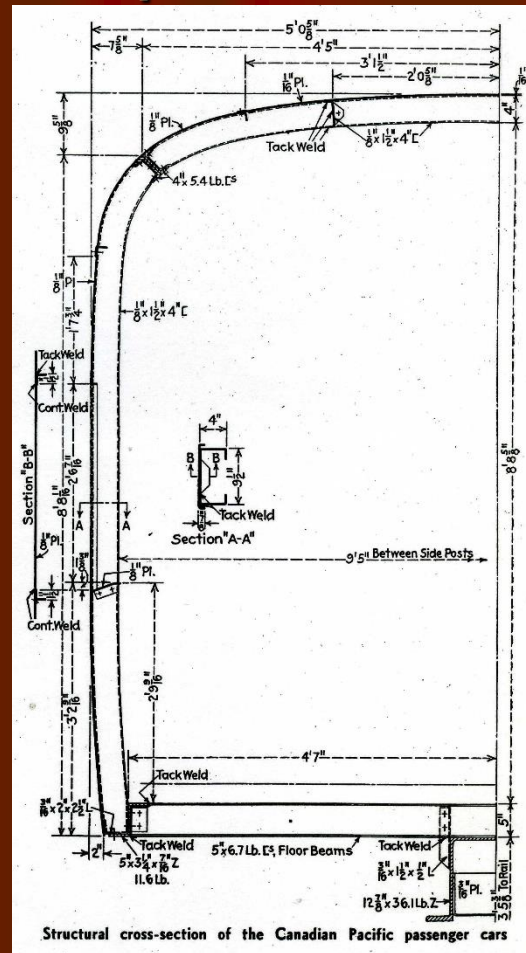


Eight 70' 'First Class' day coaches.

2100-2107 Weight 110,500 lbs. – seating 51.



Unique curved profile designed by Henry Bowen. NSC & CC&F built to CPR standards and specifications.



1933 visit by LMS 6100 "Royal Scot"

8 car train – 01 May 1933, to 12 Nov 1933.

Vancouver, BC 27 October 1933.



2nd group 30-Cars Delivered in 1938 all NSC

- 30 cars ordered in 1937 were of the style developed by "Bowen" and his team.
- 21 'FC' day coaches (83' 10"). 2108-2128.
- 1 'First Class' day coach (73' 10"). 1700.
- 5 Mail & Express cars. (73' 10") 3604-3608.
- 2 Baggage & Express Cars. (73' 10") 4200-4201.
- 1 Buffet-Parlor-Observation car. (83' 10) 6630.

The "*Chinook*" departs Calgary as a five-car train set includes car 1700 in 1938.



1938 The 5-car "*Royal York*"
Nos 37-38.

A B&E car substitutes the M&E & 6630 was added.



"Royal York" received car '6630'.

A Buffet-Parlor-Observation car.

Which had an Art Deco interior.



Baggage & Express cars 4200-4201 delivered in 1938.

One delivered for "*Royal York*" service and the
second went to Calgary-Edmonton service.



Montreal-Quebec Service

Consisted of Two Un-named Daily Trains
Nos 350-352-360 & 349-351-359.

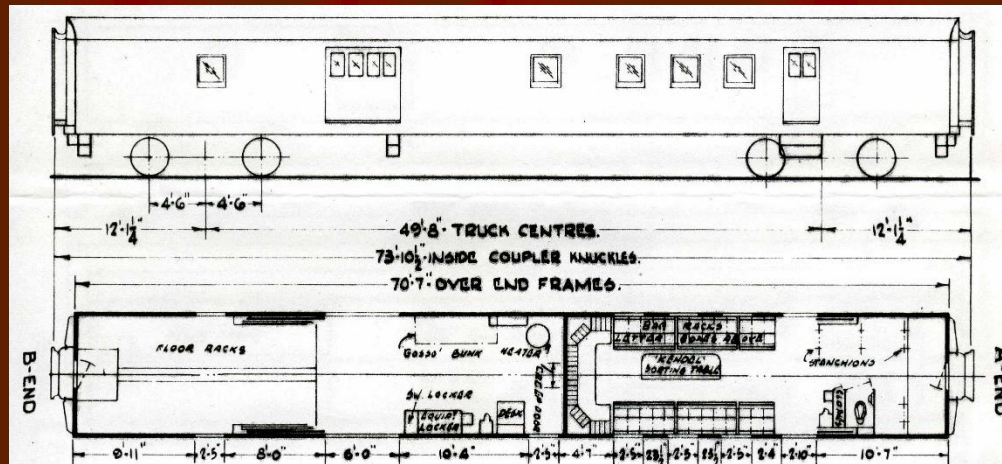


The two daily trains meet halfway.
10:05 am - Nos. 351-352 Mon-Fri.



3rd group 1940 Deliveries – 10 cars.

- Ten 70 ft Mail & Express cars 3609-3618 del 1940. (car 3618 is on display at Expo Rail in the 1960 scheme). NSC



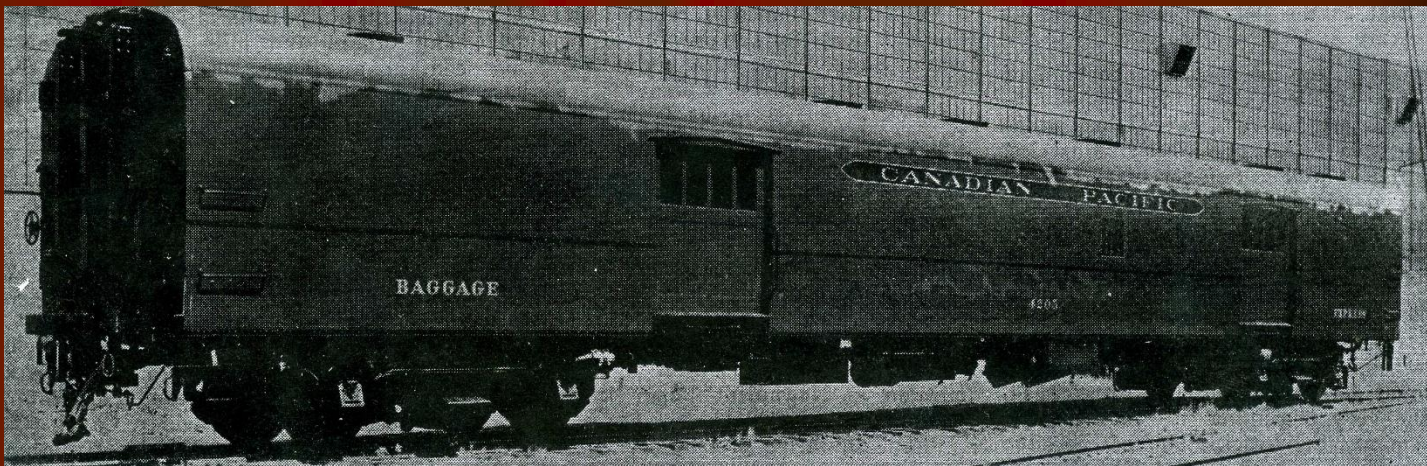
4th group 1941 Deliveries – 35 cars.

All were 83' 10". Add the previous 56
= 91 'Bowen' lightweight streamlined cars.

- The 25 coaches were the first all welded cars in Canada using a process invented by the Milwaukee Road. Previous cars were riveted. New ARR roof profile. B&E cars were riveted.
- 10 Bag & Exp cars 4202-4211 del 1941 CCF
- 25 'FC' day coaches 2129-2153 del 1941 10CCF 15NSC

Delivered in 1941, a War year, the "Worlds Greatest Travel System" herald was dropped.

Note the 3rd & 4th pin stripe.



1941 order

Car ends were black on head-end cars.

Side and roof is CPR standard Tuscan red.

Three sets of pin stripes. Top set was a pair of stripes.

Baggage cars are last riveted passenger cars.



5th group. 25 'First-Class' day coaches of the "Bowen" design were delivered in 1942.

- CP 2154 to 2178. 10 CCF 15 NSC
- Total at end of 1942 - 116 'Bowen' lightweight cars in service.
- Next delivery will not be until 1947.



1944

A passenger car committee had been formed in 1941.

- The 4th report was made in 1944 after a visit to New York and Washington to see new passenger equipment then in use.
- Special attention was given to NYC's "*Empire State Express*", a train of all Budd built equipment that had been introduced on 07 December 1941.
- Committee concludes Budd stainless steel is better than Pullman Corten steel cars.

1944

- CP made a full review of the requirements of new post war equipment for Eastern Lines trains.
- Transcontinental runs were not dealt with in depth. It was recommended a joint committee between Eastern and Western Lines.
- Rebuilt heavy-weight equipment was having recommended findings incorporated during refits.

On the US side in 1944.

CB&Q develops the first "Vista" Dome car out of a Budd built (1940) day coach. (intro June 1945) The CP sub-committee reviews this car in its February 1947 report.



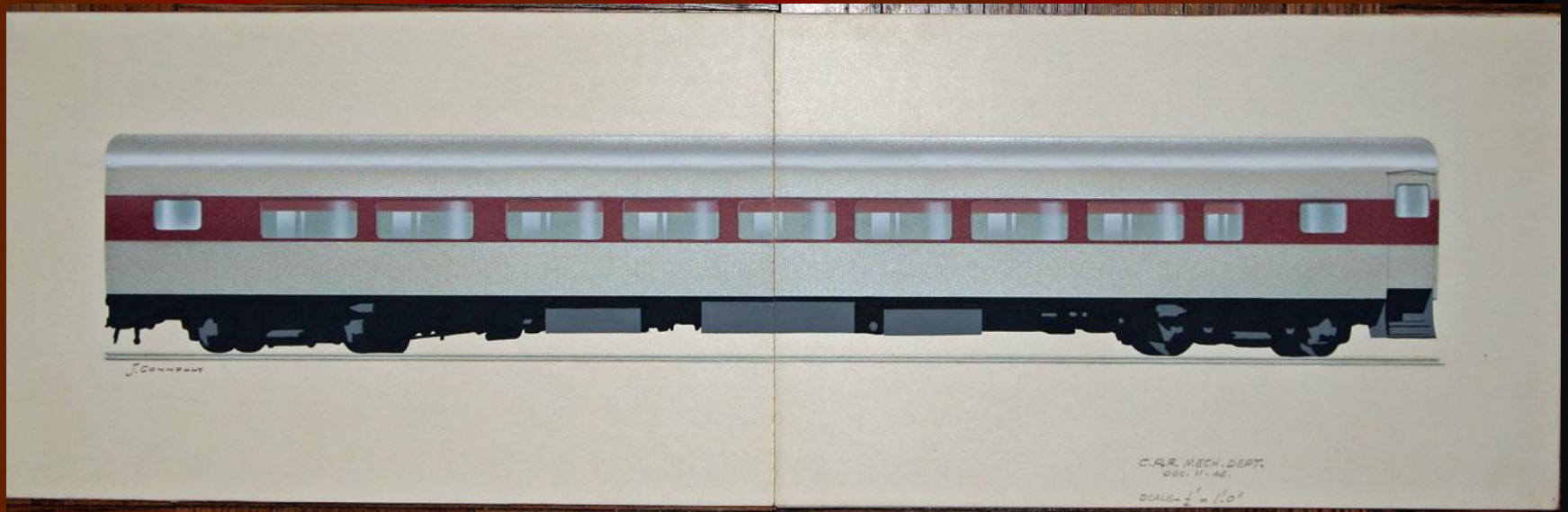
01 January 1945

6th group. CPR Orders – 50 cars.

- 10 B&E cars 4212-4221 del 1947 CCF
- 35 'FC' coaches 2200-2234 del 1948 CCF ice
- Five 10-5 sleepers (Groves) del 1949 CCF mech

- All 50 cars are again of the "Bowen" design and the 'Art Deco' style.
- $116 + 50 = 166$.

Meanwhile, December 1945
CP looks at a new paint scheme for its new
day coaches (2200 series) now on order.



January 1946

A second scheme is proposed! Neither are used.



7th group. 1947 Orders -146 cars.

Then Cancels 17.

- 4 Dining cars (was 6) Cancelled by NRC
- 4 Roomettes Duplex Cancelled by NRC
- 9 Roomettes Duplex Cancelled in 1948
- 10 B&E cars 4222-4231 - del 1948 CCF
- 15 B&E cars 4232-4246 - del 1948 CCF
- 10 M&E cars 3619-3628 - del 1948 CCF
- 6 Horse Exp 4560-4565 - del 1949 CCF
- 10 M&E cars 3629-3638 - del 1949 CCF
- 14 10-5 sleepers (Grove) - del 1950 NSC ice to mech
- 64 FC coaches (was 75) - del 1950 CCF mech

Standard Art Deco Scheme 1936 to 1947.



Proposed Scheme on a 'First-Class' Day Coach and Duplex Room car – 1947.



'First Class' day coach – 1947

Orange band.



'First-Class' day coach and Duplex Room car - 1947 White band.



Proposed Scheme on a Mail & Express Car and on a new proposed all Roomette (Duplex) Sleeping Car – 1947 White Top half.

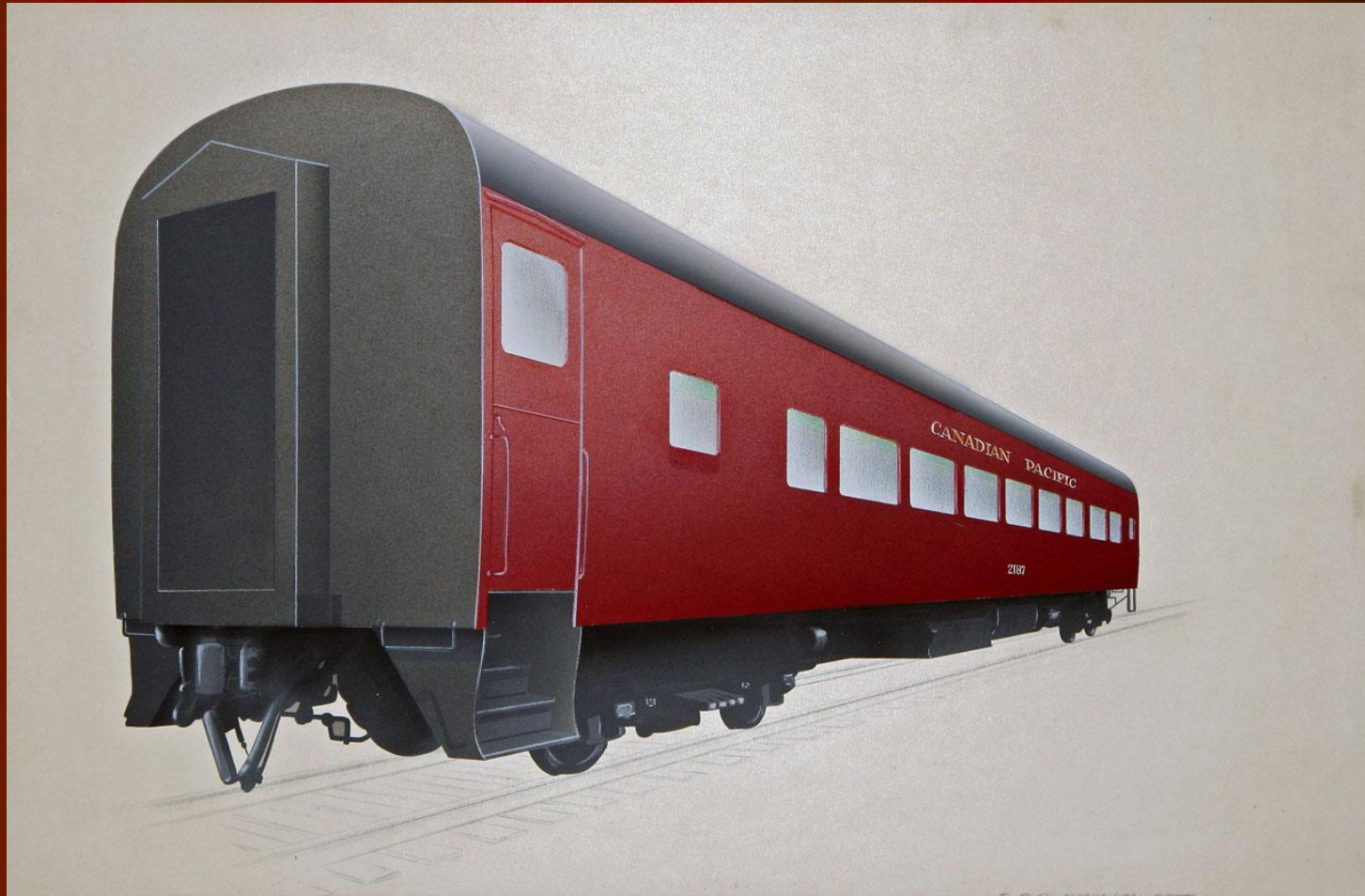


Another scheme on a different style of
'First-Class' day coach – 1947.



Final paint scheme approved in 1947

Pretty much the same as in 1926-1936.

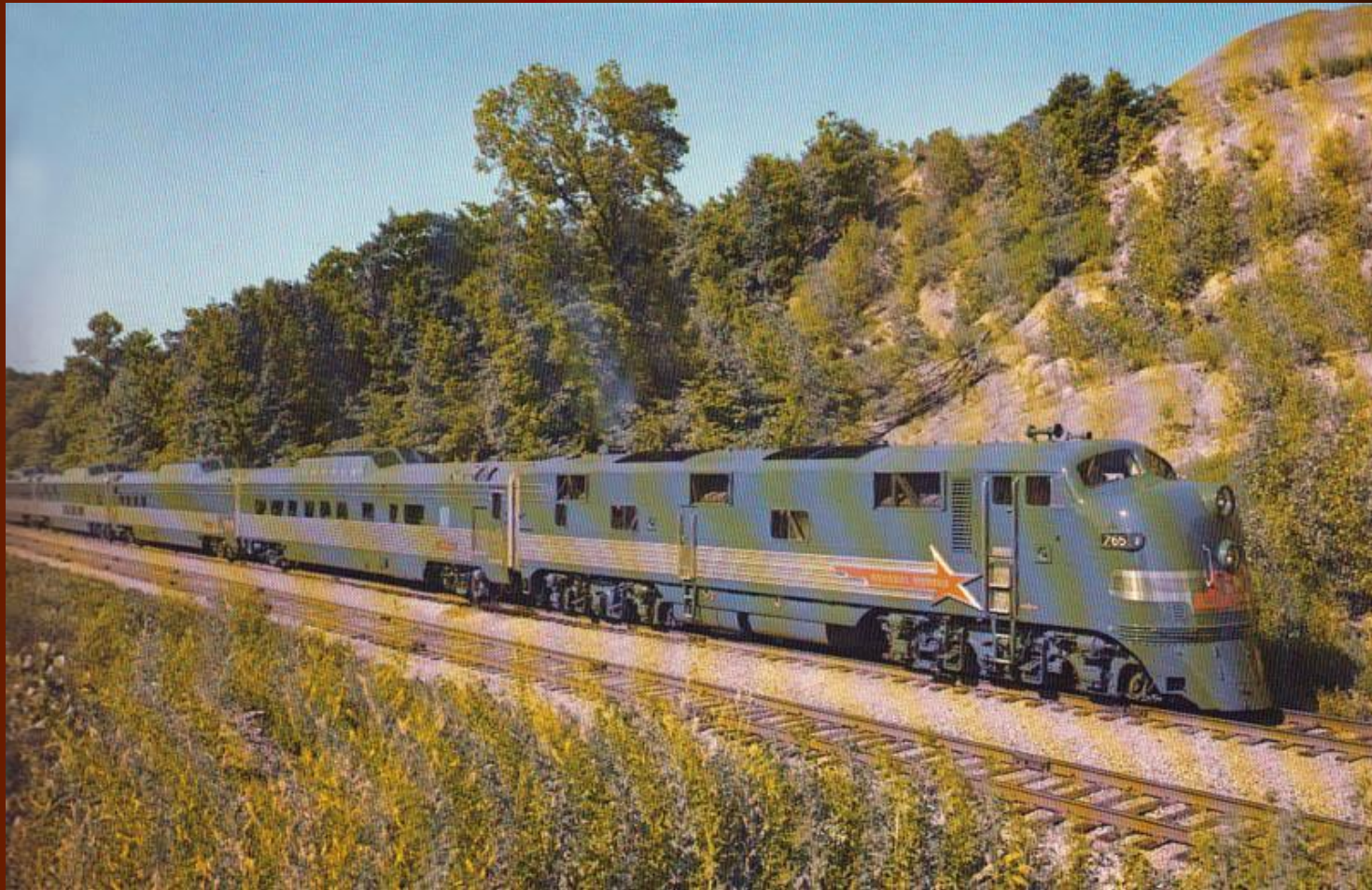


17 November 1947

'First-Class' car 2200 is delivered.



1947 The Joint Venture Pullman-GM "*Train of Tomorrow*" visits Montreal over CN lines.
May 1947, Sept 1947 and again Sept-Oct 1949.



17 December 1947, CB&Q introduces the new 7-car
“*Twin Cities Zephyr*” built by Budd.
The first regularly scheduled vista-dome streamliner.



August 1948

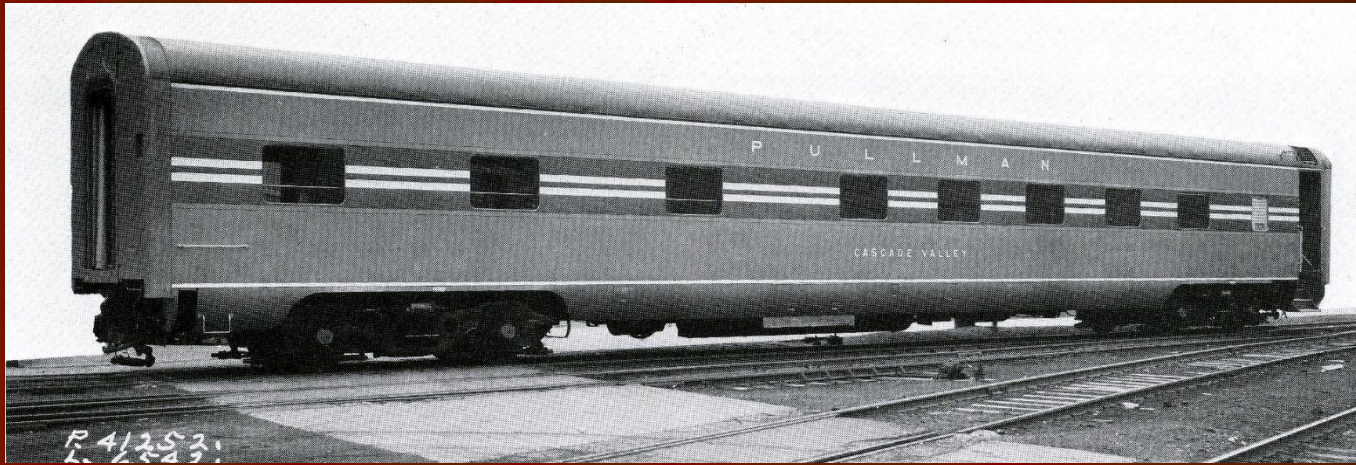
- Canadian Pacific announced the Angus shops will turnout no more 'standard' sleeping cars, forsaking what the executives call "wigwams on wheels" for the exclusive production of compartments and roomettes.
- Refers to the coming of the new 10-5 series sleeping cars which are the same floor plan as the NYC "Cascade" series sleeping cars built in 1938 for the "Twentieth Century Limited".

8th group 1948-1949

- 10 B&E ordered 1948 cancelled by NRC
- 5 M&E ordered 1948 cancelled by NRC

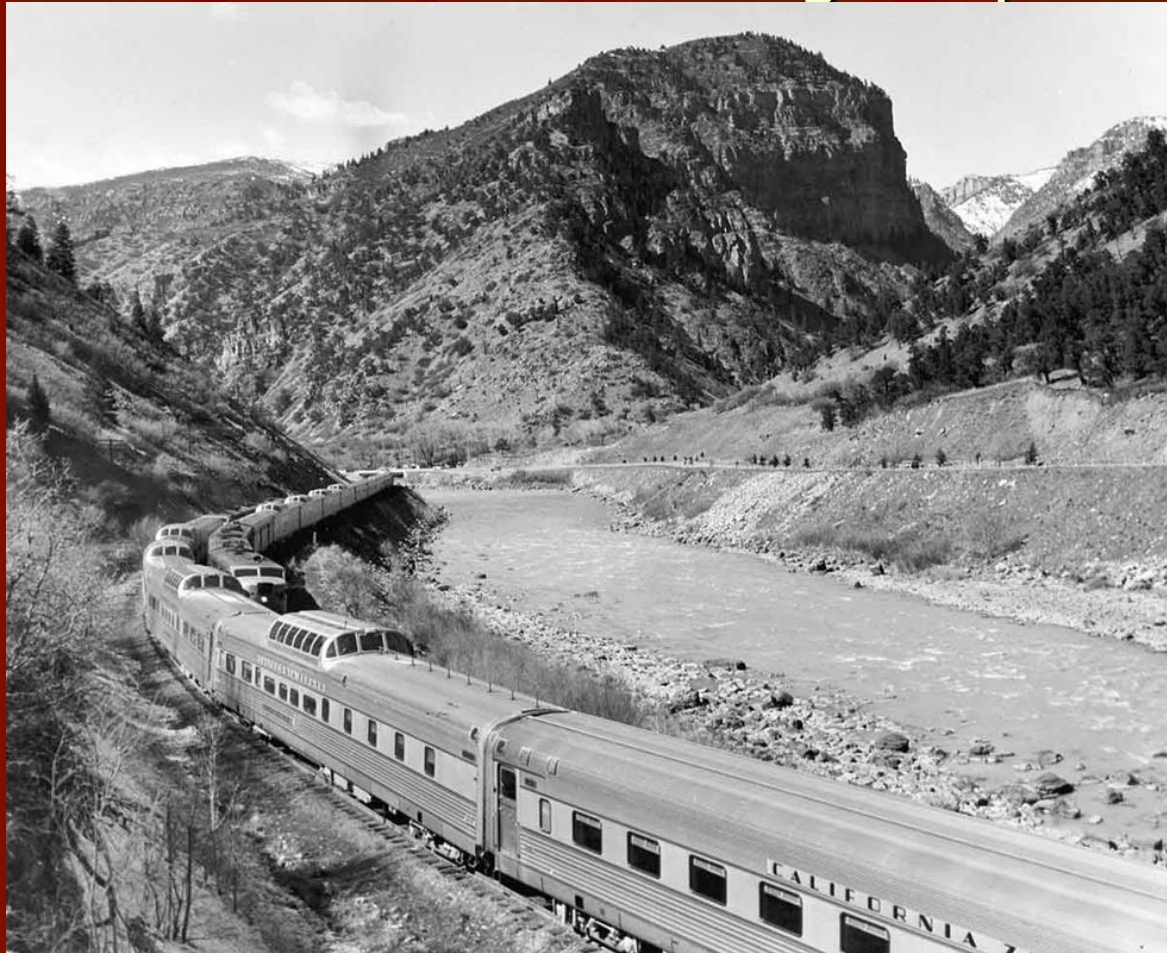
- No orders in 1949, but the first 10-5 sleeping cars ordered in 1945 are delivered. They are named in the 'Grove' series and are of the 'Bowen' design.

10 Roomette-5 Bedroom Sleepers Pullman (1938) vs CP (1949). "Streamlined Art Moderne Style".



20 March 1949 `California Zephyr` was introduced

- all Budd built including sleepers.



1949

- 04 May 1949, NR Crump elected Vice-President of Canadian Pacific at Montreal and is now a board member.
- May 1949 - Henry B. Bowen retires from Canadian Pacific. 43 years of service.
- Crump, now Vice.-Pres. cancels all steam locomotive orders and steps in with his vision of a new passenger car program.

Delivery of new cars in 1950.

- “Bowen” light-weight cars delivered up to 1949 totaled 166.
- Additional 129 light-weight cars ordered in 1947 for delivery by 1950.
- Total of 295 cars of the ‘Bowen’ design now on the property.

9th group **1950 orders – 45 cars.**

- Total 45 cars ordered 1950 continue to be of the 'Bowen' streamline design.
- 10 B&E cars 4247-4256 del 1950 CCF
- 10 M&E cars 3639-3648 del 1951 CCF
- 25 B&E cars 4700-4724 del 1951 CCF

1950 – summer.

- N.R. Crump rides the “*California Zephyr*” and having ridden the “*Twin Cities Zephyr*” earlier, both are Budd built trains.
- He now envisions similar stainless steel trains crossing Canada.

May 1952

This was the best CP could show in the streamlined era.



10th group 1952 Orders – 110 cars.

- No orders in 1951.
- Total 110 ordered in 1952. Last ordered to Bowen Style
- 25 B&E cars 4725-4749. CCF del 1952.
- 2 new superintendents cars cancelled.
- 40 B&E cars 4750-4789. CCF del 1953.
- *40 Class "B" Suburban cars 800-839* CCF del 1953.
- 5 – Mail (60') & baggage cars 3745-3749 del 1954.
- CP 3749 delivery on 09-14-1954 is the last car delivered in the 'Bowen' design of light weight streamlined cars.

nsc

Total "Bowen" Cars built 1936-1954.

- 450 - Light-weight Streamlined cars, all built to 'Bowens' design and the 'Streamlined Art Moderne' style.
- 20 are rear end cars (19 sleepers – 1 parlor-obs.).
- Add the one Mail & Express car built 1948 for the Northern Alberta Railways, the total was 451.

1953

- Late in 1952 CPR began an in-depth study on passenger car equipment with the Budd Company. Looking to Re-Equip the two "Dominion's", the "Mountaineer" & some secondary main line services.
- Looked at Budd, 'full length' domes (3) & RDC's with sleeping space & other with diner facilities.
- In Jan-Feb 1953 CP tests the Rail Diesel Car demonstrator model RDC-1 on various branch lines out of Montreal, which leads to an immediate order for 4 RDC's followed by a second order for 3 more later that same year.

Budd RDC-1 2960 Demonstrator
on test at Montreal West, Que.
January 1953. (used for 2 weeks).



June 1953

- Canadian Pacific orders 178 stainless steel passenger cars from the Budd Company in Philadelphia, PA for its two transcontinental passenger trains the "*Dominion*". Delivery is planned 1954-55.
- The Toronto-Vancouver section Nos. 3-4 and the Montreal-Vancouver section Nos. 7-8.
- 7 Rail Diesel Cars also ordered in 1953 for delivery in 1954.

Late May 1954

- The two “Dominions” are now both Dieselized across the continent.
- 04 July 1954, the Budd Stainless Steel cars begin to arrive. First two go on a display tour, while the others on delivery are placed directly into service on the two “Dominions” as originally proposed.

1954

- With dieselization of the two "*Dominion's*" it is realized the train schedules can be increased with a faster running time.
- In August, the committee makes a review of the new equipment, and it is concluded there will be sufficient equipment to make 7 train sets of 11 cars each of all stainless-steel equipment.

07 October 1954.

- The new 11 car proposed all stainless-steel train is first known as "*Train X*" until this meeting.
- Meeting held October 7 is to select a name for "*Train X*". This meeting was held in Winnipeg.
- Passenger department wants 3 'Tourist' sleeping cars added to the new train as that business was very lucrative. Proposed train is now 14 cars.
- Lots of objections were made to this proposal. Suggest Budd provide 'Siesta' Coaches. (1956).

15 October 1954.

- At this second meeting on '*Train X*' it is suggested two expedited trains be introduced. Still debating Tourist cars.
- At the meeting, the name "*Royal Canadian*" was adopted for '*Train X*'.

21 October 1954

- Letter From NR Crump, Vice-President confirms the name of the new train with new Nos. 1 and 2 be called "*The Royal Canadian*" and the term "*Dominion*" would be retained for the 'new' consolidated trains Nos. 4 and 8, 3 and 7.
- 14 December 1954, CPR announces to the public the name "*Royal Canadian*" for the proposed new train.

1955 Calendar "Royal Canadian"



The Royal Canadian

Canadian Pacific

31 December 1954

- CPR receives a letter from the Under Secretary of State in Ottawa objecting to the use of "Royal" and asks CP if they obtained permission to use the word "Royal".
- CP responds, "doesn't require permission considering the common use of the word".
- Parliament of Canada in Ottawa goes into a huge debate.
- Debate continues well past February 1955.

01 March 1955

- Ottawa Curbs Trade Use of Word "Royal".
- CPR told permission needed for use of term.
- Many small businesses in an uproar as they also use the term "Royal" in their own daily business. Even Trans-Canada Airlines, a Crown Corp was using the term "Royal" in some of its services.....

16 March 1955

- CPR President Wm Mather writes a letter to the government indicating CP would drop the word "Royal" as it did not want to become the centre of the kind of controversy which had developed.
- Advertising for the new train uses the title "*Canadian*" for the new service and the train is introduced on 24th April 1955.
- 06 June 1955, the government house was still debating use of the term "Royal".

The "Canadian"

Std summer consist 15 cars – Off season 14 cars.



The "Dominion"

Carries over-flow traffic; party traffic; immigration and military traffic plus tour groups.



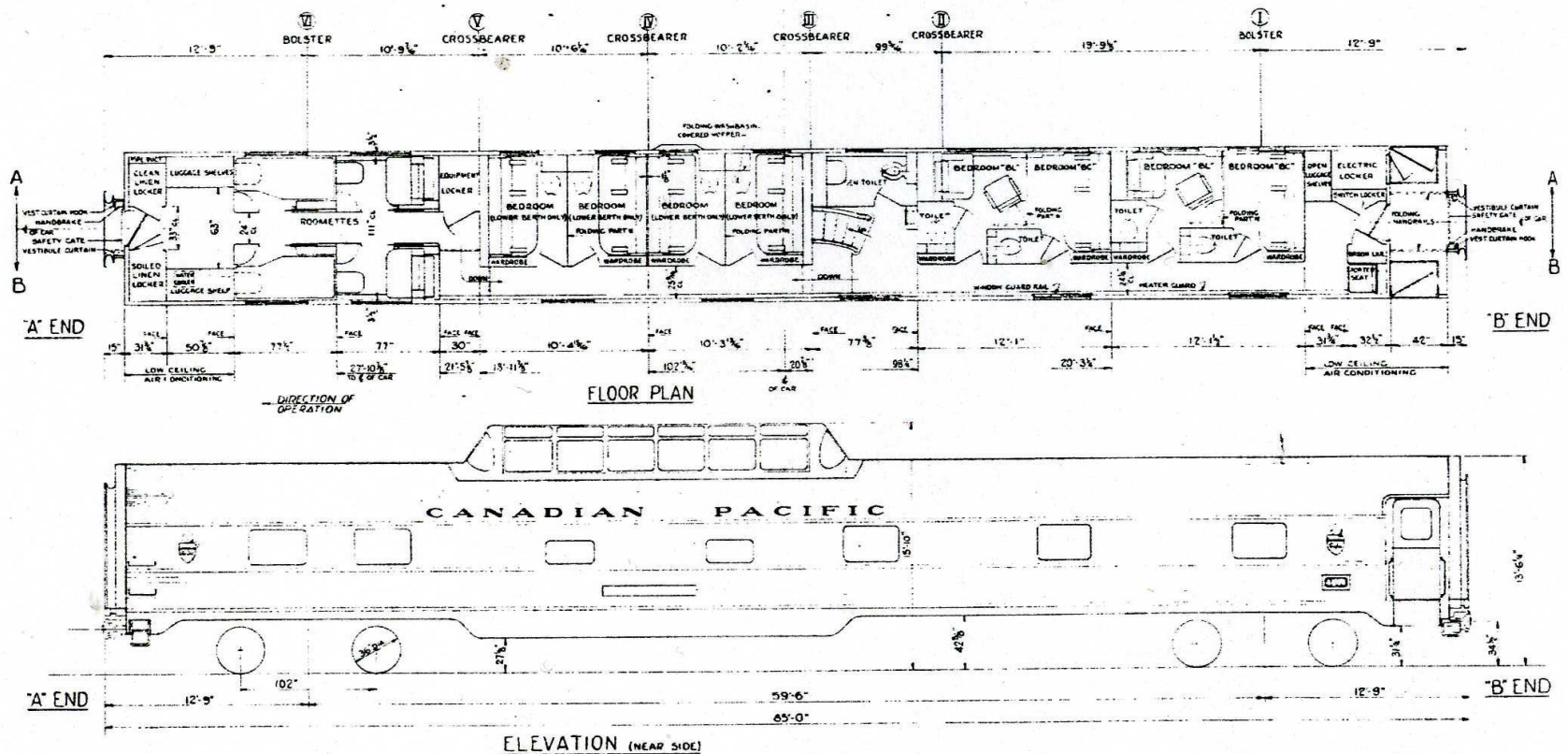
The Second Order of Stainless-Steel Passenger Cars 1957 for del in 1958.

- 18 bedroom sleeping dome cars. – VIEW series.
- 5 parlor cars. - 6620 series.
- 9 dining cars. – ROOM series.
- 30 deluxe day coaches. - 130 number series.
- Total 62 units, all stainless-steel cars.

- To be built by CC&F in Montreal under license of the Budd Company.

Dome Sleeping Cars

4 Comp (single room) - 4 Bdm – 4 Rmtt – (same as NCL). To have been named in the 'VIEW' series.



February 1957

- Before the specifications were completed the proposed order was cancelled.
- The cars were to have been ordered early in 1957 for delivery starting mid 1958.

Solutions

- 9 CPR 'Skyline' dome cars would be modified to dining car service for the summer months only. (Summer 1956 with 7).
- 3-2200 series 'FC' day coaches would be modified to buffet-parlor car service. (1958).
- 4 Deluxe day coaches would be modified for parlor car service. (Stainless-Steel).

January 1959

- CP would acquire 4 observation-sleeper-lounge cars second-hand and named them in the "View" series.
- CP also purchased 4 second hand 10-5 sleeping cars from the NYC of the "Cascade" series and CP named them in the "Dale" series.

1959 purchase of second-hand
equipment. Total 8 cars.

Total streamlined cars 636.



CPR's Short-Lived Streamliner.

After only 65 days of service this train ends Jan 23, 1966.



Canadian Pacific

The Montreal Streamliner

TRAVEL INFORMATION

1013 DUNDAS STREET WEST, MONTREAL 2, P.Q., CANADA.

LE CHÂTEAU CHAMPLAIN

The ROYAL YORK

on october 31st 1965
at 5:00 p.m.

Canadian Pacific

will launch fast
new trains between
Montreal and
Toronto

The ROYAL YORK
and
LE CHÂTEAU
CHAMPLAIN

the only stainless steel Scenic Dome streamliners between Montreal and Toronto

The Royal York and Le Château Champlain are more than just fast new trains. They're the best combination of speed, service and comfort between Montreal and Toronto. Each offers two Scenic Dome cars, two lounges, a deluxe Dining Room car and a Coffee Shop car.

Ottawa/Toronto travellers can make connection with The Royal York and Le Château Champlain at Smiths Falls (via fast Dayliner service).

You can travel Thrift Class with two abreast seating, or First Class with individual chairs. Either way, your reserved seat is included in the price of your ticket.

On your next trip between Montreal/Toronto or Ottawa/Toronto, enjoy the best combination of speed, service and comfort.

Also fast direct Dayliner service via Peterboro, leaving Ottawa at 9:00 a.m. arriving Toronto at 2:30 p.m.

The Royal York—Daily

Lv. Montreal.....	5:00 p.m.
Montreal West.....	5:15 p.m.
Dorval.....	5:21 p.m.
Smiths Falls.....	6:56 p.m.
Leaside.....	10:30 p.m.
Arr. Toronto.....	10:45 p.m.

Le Château Champlain—Daily

Lv. Toronto.....	5:00 p.m.
Leaside.....	5:10 p.m.
Smiths Falls.....	8:43 p.m.
Dorval.....	10:25 p.m.
Montreal West.....	10:30 p.m.
Arr. Montreal.....	10:45 p.m.

SAMPLE PASSENGER FARES

BETWEEN	AND	"THRIFT" CLASS <small>Valid for travel in coaches. All coach seats reserved in the "Royal York" and "Le Château Champlain" between Montreal-Smiths Falls-Toronto.</small>			"FIRST" CLASS <small>Includes Parlor Car Seat in the "Royal York" and "Le Château Champlain" between Montreal-Smiths Falls-Toronto.</small>		
		Col. 1	Col. 2	Col. 3	Col. 1	Col. 2	Col. 3
Montreal							
Montreal West	Leaside	\$9.50	\$10.50	\$12.50	\$15.00	\$17.00	\$19.00
Dorval	Toronto	\$7.50	\$ 9.00	\$11.00	\$11.00®	\$12.00®	\$14.00®
Ottawa	Leaside	\$7.50	\$ 7.50	\$ 8.50	\$ 9.70	\$10.50	\$11.50
Smiths Falls	Leaside	\$8.40	\$ 7.50	\$ 8.50	\$ 9.70	\$10.50	\$11.50
	Toronto	\$8.40	\$ 7.50	\$ 8.50	\$ 9.70	\$10.50	\$11.50
Montreal	Smiths Falls	\$4.15	\$ 4.85	\$ 5.45	\$ 6.30	\$ 7.00	\$ 7.60

Fares shown in Column 1 are valid for travel daily except Fridays and Sundays during the period October 31 to December 19, 1965 also January 4 to April 30, 1966, incl.

Fares shown in Column 2 are valid for travel on Fridays and Sundays during the period October 31 to December 19, 1965 also January 4 to April 30, 1966, incl.

Fares shown in Column 3 are valid for travel any day of the week during the period December 20, 1965 to January 3, 1966, incl.

®—"First" Class fares between Ottawa and Leaside or Toronto include parlor car seat between Smiths Falls and Leaside or Toronto.

TRAVEL
Canadian Pacific

TRAINS / TRUCKS / SHIPS / PLANES / HOTELS / TELECOMMUNICATIONS
WORLD'S MOST COMPLETE TRANSPORTATION SYSTEM

“Le Chateau Champlain”

1st train departs Toronto for Montreal
31 October 1965.



29 October 1978

- CPR sells all remaining stainless-steel cars and the remaining "Bowen" cars to VIA Rail Canada Inc.

Last CPR "Canadian"
departs Montreal 28 October 1978.
The last CPR 'Streamliner'.



THE END

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

