

HISTORY OF PAY CARS ON THE CANADIAN PACIFIC RAILWAY PART 1 - 1882 TO 1898.

BY DOUGLAS R PHILLIPS

From May 01, 1881 to November 1885 the 'Canadian Pacific Railway Company' was basically two railway systems until united in northern Ontario when a last spike was driven near Blackbird River at Noslo, Ont. on 16th May by Walter Ross*. The first through train Montreal-Winnipeg then departed Montreal on November 02, 1885.

*the last spike was re-in-acted two days later on May 18th by Colonel Oswald, a personal friend of Van Horne. A monument stands at mile 102.7 Heron Bay sub. marking the spot.

Prior to May 01, 1881 the 'Canadian Pacific Railway', the name selected by the government, was under construction by the Dominion of Canada with portions after 1881 being added to the syndicate on later dates, the eastern portion of the Thunder Bay section September 1883 and the British Columbia section in July 1886.

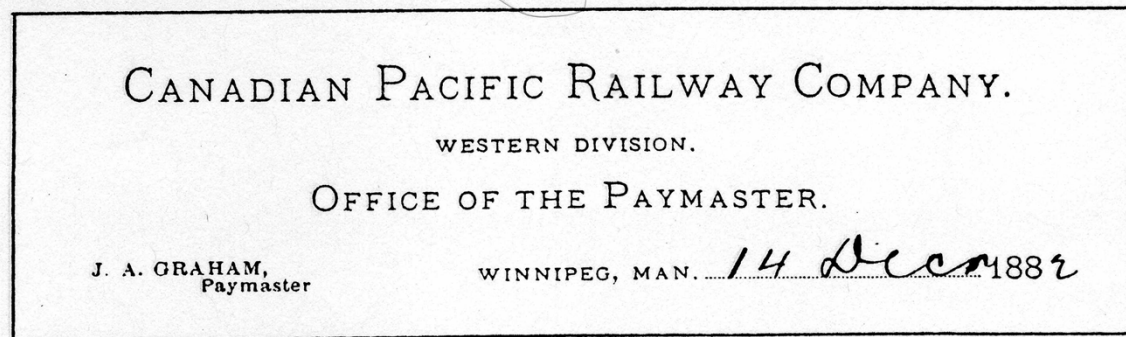
It has not been recorded how the men working on the 'Pacific Railway' for the Dominion Government on the Lakehead portion were paid, but Sanford Fleming, the Chief Engineer at the time did purchase a business car from James Crossen of Cobourg, Ont. ordered in March 1880. This car arrived Winnipeg in May that year, but there is no record of what happened to the car after that date. Most other rolling stock including locomotives, flat cars, vans and passenger cars were sold to Canadian Pacific Railway Company in two blocks, the first in April 1881 and the second in November 1883. A review of Collingwood Schrieber's papers lists the car numbers turned over to the CPR, but there is no mention of this private car in the final stock lists to be sold dated September 1883, although the government did retain a few cars.

The second phase of the new company's construction in the west was conducted by the contractor Langdon, Shepard and Company* west of Flat Creek (Oak Lake, Manitoba) to Leopold later named Medicine Hat in the Northwest Territories. As the railway pushed west facilities and structures such as water tanks, stations, track section houses and railway shops were erected and staffed. A system for paying these new employees needed to be established. There were as yet no banks, so pay had to be in cash. The answer was, as with most other railways with the same problem, to have the paymaster's office use paymaster's cars.

*The CPR entered into a contract with the North American Railway Contracting Company 16 December 1882, the latter agreeing to complete the Central Section of the railway between Forres (now Hatton, Sask.) and Kamloops, BC. James Ross, former Chief Engineer and General Manager of the Credit Valley Railway in Ontario, was retained by the NARC Co. as Manager of Construction and arrived in Winnipeg March 1883 to take up his new duties. Under the new arrangement, Landon and Shepard, until then prime contractor between Flat Creek (now Oak Lake, Man.) and Leopold (now Medicine Hat, Alberta) became sub-contractor of the NARC Co and their contract was extended a further 180 miles to the site of Fort Calgary.

Over the years Canadian Pacific used some 15 cars officially assigned to the paymaster and like many other official cars were usually rebuilt or converted from older revenue passenger car stock. It is also probable the Company used other cars on a temporary basis to provide an office for the paymaster. However no reference has yet come to light.

THE FIRST CPR PAY CAR: No '112' (1882-1884).



Collection of Douglas R. Phillips.

The first of the pay cars for CP was constructed new in 1882. The car was ordered from the Cobourg Car Works of Cobourg, Ontario. It was delivered on July 18, 1882 at a cost of \$1437.24 and was numbered in the series with conductor vans (caboose). Numbered CP '112' it was shipped to the Western Division at Winnipeg by way of the Grand Trunk Railway through Sarnia Ont. to Chicago, Ill. Then via other lines to St Paul, Minn. where it connected with the St. Paul & Pacific for delivery to the CPR at Emerson, Man.

The car was in use as a pay car until it was turned over to James Murray the assistant superintendent at End of Track late in 1883 for use as a business car. It was replaced by pay car No '1' early in 1884.

There are no known photographs or drawings of car '112' as a pay car prior to refitting in 1903, but there is this description from the 1882 builder's invoice:

"Built and finished according to instructions given by K. Blackwell, Esq. Fitted with galleries on ends with rails, chains & steps. CPR standard freight car trucks with 30-inch x 6 leaved double elliptic steel springs. Two sets of brakes complete, five windows on each side fitted with oak sash and cherry blinds. Two doors in one end, and one door in the other. Fitted up inside with one safe and one desk furnished by the C. P. Rly Company. Also with counter, drawers and shelves, two cupboards, water closet, two sofa beds with mattresses, etc. One coal stove with screen and coal box, one falling leaf table, two side bracket (oil) lamps, water tank. Inside finished with beaded sheeting painted in grained oak. Sheeting outside with fluted sheeting painted standard CPR passenger car colour, lettered "Canadian Pacific Railway." All for the price of \$1,272.79."*

*Each truck was fitted with an independent mechanical braking system operated by hand from the adjacent end platform, or gallery. On ordinary freight cars in the pre-air brake period only one truck was so equipped.

SOME DOCUMENTATION:

J. M. Egan (General Superintendent, CPR Western Division, Winnipeg) to W. C. Van Horne (CPR General Manager, Montreal), December 16, 1882.

Mr. Murray at west end should have a car built similar to the pay car, with a couple of bunks in it, and a stove on which he could do some cooking. It is really necessary for him at the west end. Can you have one fixed up for him at Perth?* (No copy of response).

*James Murray, Assistant Superintendent. At the end of the 1882 construction season, and early in January 1883, the railhead was 589 miles (948 km) west of Winnipeg, or at a point east of today's Maple Creek, Sask. It has not yet been established if Murray's headquarters were located at Swift Current or Regina at that time.

There appears to have been no response to Egan's note, but in November 1882 a second Pay car, No '137' was constructed at Perth, Ontario and used on the Eastern Division in Northern, Ontario.

W. C. Van Horne to J. M. Egan, February 19, 1883.

Memo, Expense items: J. H. Smith & Company – 2 Colt Revolvers \$70.00 – 1 Box Cartridges \$1.50 – 2 Holsters \$2.00 = Total \$73. 50.

Referring to the enclosed memo: I think this is the second lot of revolvers that has been purchased for the use of the Paymaster. What became of the others? Why were silver mounted revolvers permitted to be purchased when others just as good could be had for half the money?

J. M. Egan to W. C. Van Horne, March 8, 1883.

Have seen no other requisition or vouchers for revolvers for paymaster except in this case. Paymaster selected weapons and no doubt less expensive ones would have done, but he should have revolvers to protect the trusts confided in him. I told him to buy such articles and had he lost money by not having them, no censure would have been spared.

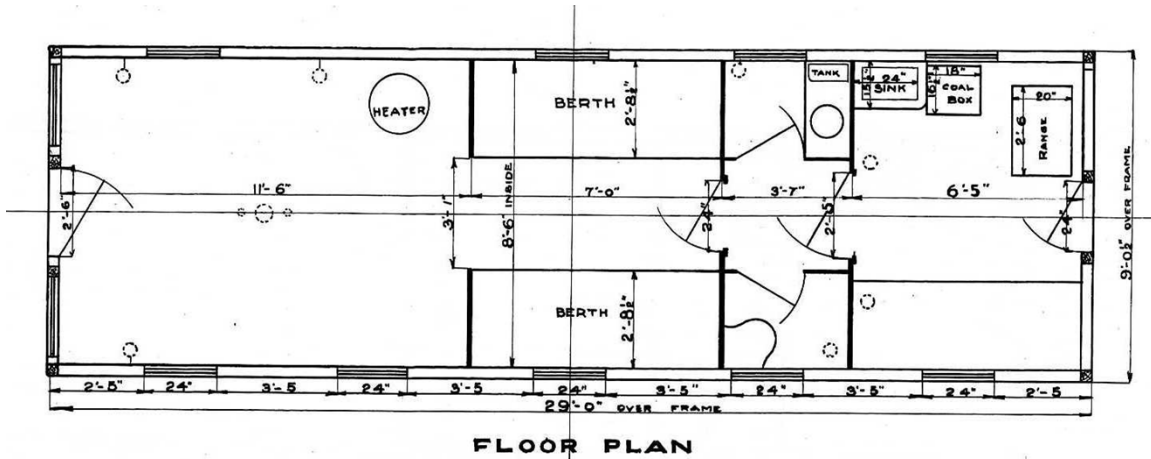
I. G. Ogden (CPR Auditor, Montreal) to W. C. Van Horne, June 1, 1883.

This voucher was for 2 revolvers purchased in the Summer (of 1882) and the bill was held over until now. These are the only ones bought by the Paymaster.

W. C. Van Horne to J. M. Egan, April 30, 1883.

Mr. Blackwell will fit up and send you a set of passenger car trucks for your Pay Car with the next lot of material that goes from Perth.

Car '112' was subsequently converted to an official car for a short period then used as a conductors van. Later it was renumbered to CP '25' and again used as a business car at a number of locations on the Western Division, soon called Western Lines of the CPR. Numbered car '10' in 1906 was remodeled to a standard superintendent's car at Winnipeg in 1907. It was damaged in a mishap at Sinclair, Manitoba on June 11, 1913 and retired October 1913 at Weston Shops in Winnipeg.



Floor plan of car CP '112' modified for use as official car in March 1894 and marked CP '25' at Winnipeg. CPR plan, collection of Douglas R. Phillips.

More will be written about this car when it comes time to tell the story of various business cars.

THE SECOND PAY CAR: No '137' (1883-1886).

The second Pay car was built as a conductors van and delivered from the Perth Shops* on November 03, 1882 at a cost of \$1002. It was the first of an order of twelve cabooses built by Perth between November 1882 and February 1883 delivered as nos. '128 to 139'. It should be noted cars were not always delivered in sequential order.

As with car '112', this car did not last long as a pay car and in May 1886 was released from pay car service and reverted back to a conductors van with number unchanged. Records show it was destroyed at Perth July 23, 1890, then rebuilt at Perth February 7, 1891. It was then renumbered at Smiths Falls, Ont. September 12, 1894 to van CP 3304.

No known photos or drawings of pay car '137' have come to light and little documentation has been found to date. Car '137' was replaced by pay car '27'.

*The CPR shops at Perth, Ontario occupied the former Canada Central Railway car repair shops which had been acquired by the Company, along with the C.C.R., in 1881. These shops were originally built by the Brockville and Ottawa Railway. Reorganized and re-equipped, the shop began manufacturing freight cars and parts late the following year. Production of new freight equipment continued until 1904 when the Company consolidated its freight and passenger car building facilities at the new Angus shops in Montreal. It should be pointed out that shops in Winnipeg were also being set up at in the early years and they were soon manufacturing freight cars for the Western Division. Later was replaced by Weston Shops.

**THE THIRD PAY CAR: No '1' (1884-1886).
'25' (1886-1893), '42' (1893-1896).**

This car had been purchased on July 19, 1881 from the Grand Trunk Railway for use as an official car on the Western Division of the Canadian Pacific Railway. As an official car it was available for use by senior officers of the Western Division until the arrival of official cars '9' and '10'.

In May 1884 it was converted at Winnipeg to paymaster's car No "1" for use on the Western Division, replacing former pay car '112' converted to other service.

Pay car No "1" would remain in service for the paymaster until withdrawn August 1896 with the demise of the pay car system in Western Canada. In those twelve years it would carry three different numbers as a pay car: No "1" (1884-1886); '25' (1886-1893) and '42' (1893-1896).

More will be written about this car when it comes time to tell the story of various business cars.

SOME DOCUMENTATION:

J. M. Egan to James Ross (Manager of Construction, prairie section of CPR). Telegram September 10, 1883.

YOUR CAR WITH FAMILY GOES WEST THIS AM. PLEASE ARRANGE TO SEND US BACK CAR ONE AS SOON AS POSSIBLE AS WE WANT TO CONVERT IT INTO A PAY CAR. MR VAN HORNE INSTRUCTED ME TO HAVE YOU TURN IT OVER AS SOON AS YOU OBTAINED LANGDON'S CAR.

C. Drinkwater to F. White (Comptroller, Mounted Police, Ottawa), April 28, 1884.
I beg to acknowledge receipt of your letter of the 25th inst. (no copy) stating that the Commissioner of Mounted Police has been authorized to furnish two members of the force to accompany the pay car over the railway should that become necessary. I am much obliged for your attention to this matter.

C. Drinkwater, Montreal to J. M. Egan, Winnipeg, April 28, 1884.
Private. It was mentioned to me a short time ago at Ottawa by the Chief of the Mounted Police that an attempt might be made during this summer to rob the pay car. Sundry letters had been received on the subject from persons in the North West who profess to know all about the intensions of certain well known train robbers, and the information appeared to be so circumstantial as to warrant an application for men to accompany the car. You will see from the enclosed letter (no copy) that the necessary authority had been granted, but only to be exercised on your requisition. There may be nothing to the rumors, but you will be able to judge better than we can down here whether it is advisable to use the men or not.



Pay Car No '1' at Rogers Pass, BC. Rails crossed the summit on August 17th of 1884.

THE FOURTH PAY CAR: No '26' (1883-1889).

A second pay car was provided to the Eastern Division with the conversion of "First Class" day coach '26' to pay service June 1883. This car had been acquired second hand from the Old Colony Railroad in the US in October 1881. The maker of the car and date originally built are not recorded. The car was converted that June at Hochelaga Shops in Montreal.

It was then assigned to one of two pay car runs east of the Lakehead. The identities of the paymasters in charge and the limits of their respective territories are not known.

Car '26' was used on the Eastern Division as a pay car until 1889 when replaced by pay car No '1' (2nd). In August 1889 it was converted to Photographers car '26'.

No drawings, description or identifiable photographs of car '26' have been found. More will be given on this car when history of photographer's cars is developed.

SOME DOCUMENTATION:

W. C. Van Horne (CPR General Manager, Montreal) to F.R.F. Brown (CPR Mechanical Superintendent, Montreal), August 6, 1884.

(Responding to Brown's letter of August 6, 1884 – no copy – regarding repairs required by pay car '26'.) *Give pay car 26 only such repairs as are actually necessary to make it safe for psgr train service.*

T. G. Shaughnessy (CPR Ass't General Manager, Montreal) to W. Sutherland Taylor (CPR Treasurer, Montreal), February 7, 1887.

We must in some way endeavor to avoid the expense of pay trains. Most of the large roads now pay by cheque, but for the present it would not be practicable for us to adopt the same system.

Statement shewing Train Service used February 1887.

<i>Freight Train</i>	<i>Montreal to Ottawa</i>
<i>Passenger Mixed</i>	<i>Ottawa to Prescott</i>
<i>Passenger Mixed</i>	<i>Prescott to Carleton</i>
<i>Way Freight</i>	<i>Carleton to Brockville</i>
<i>Passenger Mixed</i>	<i>Brockville to Carleton</i>
<i>Freight Train</i>	<i>Carleton to Toronto</i>
<i>Freight Train</i>	<i>Toronto to St Thomas</i>
<i>Passenger Train</i>	<i>St Tomas to Toronto</i>
<i>Passenger Train</i>	<i>Toronto to Teeswater</i>
<i>Passenger Train</i>	<i>Teeswater to Orangeville</i>
<i>Passenger Train</i>	<i>Orangeville to Owen Sound</i>
<i>Passenger Train</i>	<i>Owen Sound to Carleton Place</i>
<i>Passenger Mixed</i>	<i>Carleton to North Bay</i>
<i>Freight Train</i>	<i>North Bay to Port Arthur</i>
<i>Passenger Train</i>	<i>Port Arthur to Montreal</i>

Freight trains as a rule consisted of ten or more cars.

THE FIFTH PAY CAR: No '27' (1ST) (1886-1888).

Another second hand 'Second Class' day coach '27' was converted to a pay car at the CPR Hochelaga shops in Montreal May 1886 and became paymasters car '27' for eastern territories, using the fittings removed from former pay car '137'. This car was removed from pay service two years later in October 1888 and replaced by car '1'.

As with pay car '26' it is one of two pay cars used on CPR lines east of the Lakehead and appears to have worked on the Quebec Division and the Atlantic section, the identity of one of the paymasters in charge was a Mr. Dodsworth.

Again there are no known drawings, descriptions or identifiable photographs of car '27' to have been found.

Removed from service October 1888 the car is relegated to use as an oil storage shed at Mile End yard near Montreal. Lettering and numbers reported painted out August 1895. The subsequent disposition is unknown. The fittings were used to supply second pay car '27'.

SOME DOCUMENTATION:

F.R.F. Brown (CPR Mechanical Superintendent, Montreal) to T. G. Shaughnessy (CPR Assistant General Manager, Montreal), June 3, 1886.

Second Class coach No 27 has been fitted up as Pay Car in place of van 137. I shall require your approval before entering this change in Rolling Stock Register as per yours of November 1884.

T. G. Shaughnessy to F. R. F. Brown Jun15, 1886.

Previous to receipt of yours of June 3 no authority had been given to change second class coach No. 27 into pay car. Mr. Whyte explained the matter to me today, however, and it will be in order to make the change.*

*William Whyte, General Superintendent, CPR Eastern Division.

J. Higginson (CPR Master Car Builder, Montreal) to T. G. Shaughnessy, July 31, 1888.

Pay car No. 27 – used by Paymaster Dodsworth – can not run any more, as it is not safe.

T. G. Shaughnessy to T. A. Mackinnon (General Superintendent, CPR Ontario and Atlantic Division, August 6, 1888.

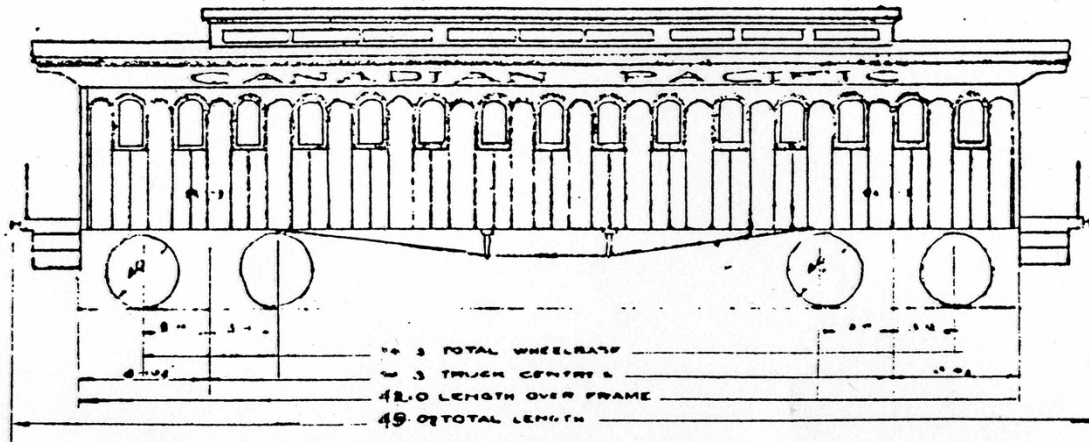
Is it necessary for him to have a car?

T. A. Mackinnon to T. G. Shaughnessy, August 7, 1888.

Yes. I don't see how he can get along without one until the system of paying is changed which should be difficult owing to many small stations & c. on Quebec Division and Atlantic section.

T. G. Shaughnessy to T. A. Mackinnon, August 23, 1888.

This car should not be allowed in trains.



'Second Class' day coaches '26', '27' and '28' where all acquired from the Old Colony Railway in 1881 and the value of each car at time of purchase was \$250. Each car 'may' have been similar in appearance. The batten and paneled siding and style of clerestory roof date from the 1860s. CPR Folio plan, collection of Douglas R. Phillips.

THE SIXTH PAY CAR: NO '68' (1886-1890).

Former Canadian Pacific Railway 'First Class' day coach '68', purchased by the CPR June 1882 from William Collier, an equipment broker in New Jersey, for \$1500. Originally West Jersey Railroad coach No '13', age and builder not recorded. Upon receipt the car was given light repairs and re-lettered CPR '68' at the Cobourg Car Works in Cobourg, Ont. Transferred to the Western Division in 1882. Re-designated 'Second Class' coach '68' at Winnipeg June 9, 1884. The car is transferred to the Pacific Division late in 1885 then converted September 1886 to paymaster's car '68' at Vancouver for the Pacific Division. Withdrawn from pay car service in the fall of 1890 it was replaced by car '216'. Car '68' was retired November 1890 and removed from its trucks, location unknown, suggesting the car body may have been used for a storage shed or some other purpose. There is no record of disposition.

No drawings or identifiable photographs of car '68' have been found.

SOME DOCUMENTATION:

H. Abbott (General Superintendent CPR Pacific Division, Port Moody) to T. G. Shaughnessy (CPR Assistant General Manager, Montreal), September 22, 1886.
I do not know whether you are aware of it, but it frequently happens that we get old Western Division first class cars on the express train, in fact almost all the cars we get on that train are of that class.
I wish also to call your attention to the fact that we very often have old Western Division sleepers sent us, with cast iron wheels under them, which I think a very objectionable

feature on this dangerous portion of the road. If it is necessary that these cars should be put on the through express trains, I venture to suggest that they should have the proper standard passenger car wheels put under them.*

I omitted to notify you that I proposed to change the old first class car #68 which was sent down here last autumn, into a pay car, as it is really not fit for anything else. I presume, however, I should have informed you of my intension before carrying it out, and will do so before altering any other cars.

*The standard CPR passenger car wheel of the period consisted of a flanged steel 'Krupp' tire held by a bolted retaining ring to a wrought iron centre. They had proven to be far more resistant to cracking than cast iron when heated by high speed or continuous braking, particularly in mountainous territory. The cheaper cast iron wheels were considered adequate for freight and mixed train service where more leisurely schedules allowed time for cooling.

T. G. Shaughnessy to R. F. R. Brown, September 24, 1886.

Mr. Abbott notifies me that Second Class car No. 68 has been converted into a Pay car for the Pacific Division.

THE SEVENTH PAY CAR: NO '27' (2ND) (1888-1893). '40' (1893-1896).

This car was converted from Photographers car No '1' in 1888 to the second pay car No '27'.

J. Higginson (CPR Master Car Builder, Montreal) to T. G. Shaughnessy (CPR Ass't Gen'l Manager, Montreal), telegram September 17, 1888.

WORK TO THE EXTENT OF 250 DOLLARS IS BEING DONE TO NUMBER ONE AS INSTRUCTED BY YOU. (referring to old photographer car being converted to a paymaster's car to replace car '27'.)

This car had been laid up at CPR Hochelaga shops in Montreal for the 1888 season and was then converted October 1888 to paymasters car '27' for the Ontario and Atlantic Division, using the fittings removed from former pay car '27'.

The car is renumbered '40' in 1893 and released from pay car service in May 1896. In March 1897 the car was converted to baggage & passenger car '1552'.

The car was purchased in 1879 from an unknown source by government contractor Joseph Upper & Co for use on the Pembina Branch between Selkirk and Emerson, Man. The car was then transferred in 1881 to the governments Thunder Bay section where the contractors Manning, Shields, McDonald & Company fitted the car out as a business car. It was acquired by the CPR November 1883.

In 1912 the car was sold to the Caraquet & Gulf Shore Railway in New Brunswick. The C&GS was absorbed into the Canadian National Railways June 1920, and became CNR 61606 and was scrapped at Moncton December 1947.



A 'Special' train descends the "Big Hill" and stands at the No 1 Safety Switch. Photographers Car No '1' is behind the engine in this 1887 view. The next year it would be converted to pay car '27' (2nd). William Norman Photo.

**THE EIGHTH PAY CAR: NO '1' (2ND) (1889-1893).
'41' (1ST) (1893-1895).**

This car was converted from a former Canada Central Railway "First Class" day coach No '1', the builder and year built not recorded. The CCR was amalgamated with the Canadian Pacific Railway on June 9, 1881 five weeks after operations began in Manitoba. The car underwent general repairs and refurbishing at the Cobourg Car Works in Cobourg, Ont. from November 1881 until February 1882 where it was stenciled and lettered CPR '1' (Eastern Line series). The car was again rebuilt in August 1883 then transferred to the Western Division out of Regina. Records show this car in use on the new Qu'Appelle, Long Lake and Saskatchewan Railroad in 1886. This line built from Regina, NWT in stages to Saskatoon and eventually Prince Albert opening in 1890.

The car is sent back east and was converted at the CPR's Hochelaga shops in Montreal in August 1889 to paymaster's car '1' for Eastern Division, replacing former pay car '26'. This car is renumbered '41' at Montreal September 1893 in a general renumbering. It is withdrawn from pay car service in June 1895 and replaced by a second car '41'. First '41' is condemned and dismantled at Hochelaga Shops in June 1895.

The car is assigned to lines east of the Lakehead.

No drawings or identifiable photographs of pay car '1/41' have been located.

**THE NINTH PAY CAR: NO '216' (1890-1893).
'43' (1893-1898).**

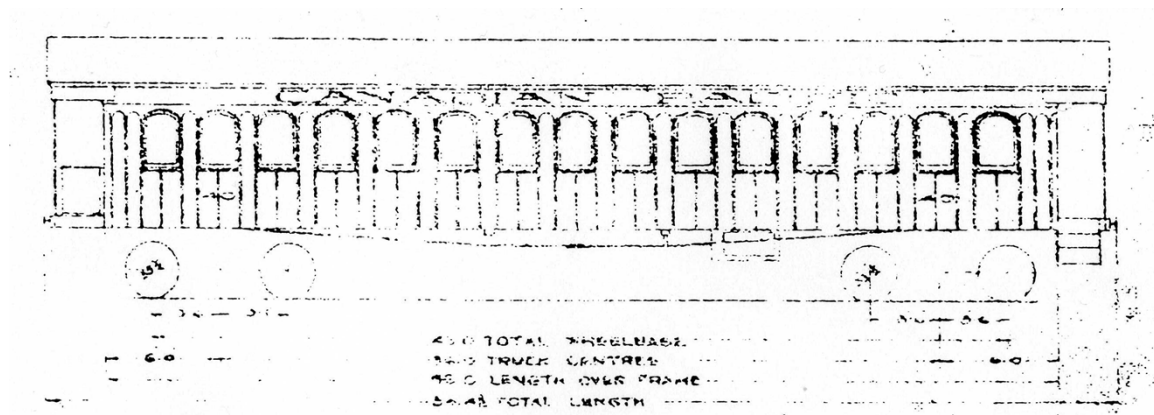
This car was originally St. Lawrence & Ottawa Railway 'First Class' day coach '7', believed to have been built in 1870 at the St. L & O shops in Prescott, Ontario. The St. L & O Rly was leased to the Canadian Pacific Railway December 15, 1881* but continued to operate as a separate railway until 1885. The rolling stock was transferred to CPR inventory April 1885 and car '7' renumbered and marked CPR '216' that year.

*The leasing agreement was executed in September 1884.

Converted September 1890 at CPR Hochelaga shops in Montreal to paymaster's car '216' for the Pacific Division, replacing car '68'.

Car '216' is renumbered '43' at Vancouver in 1893 in a general renumbering.

Withdrawn from pay car service about April 1898 and altered at Vancouver, August 1898 to Photographers car '48'.



Side profile of Pay car '216' renumbered '43'. (ref: CPR folio plan, collection of Douglas R. Phillips.)

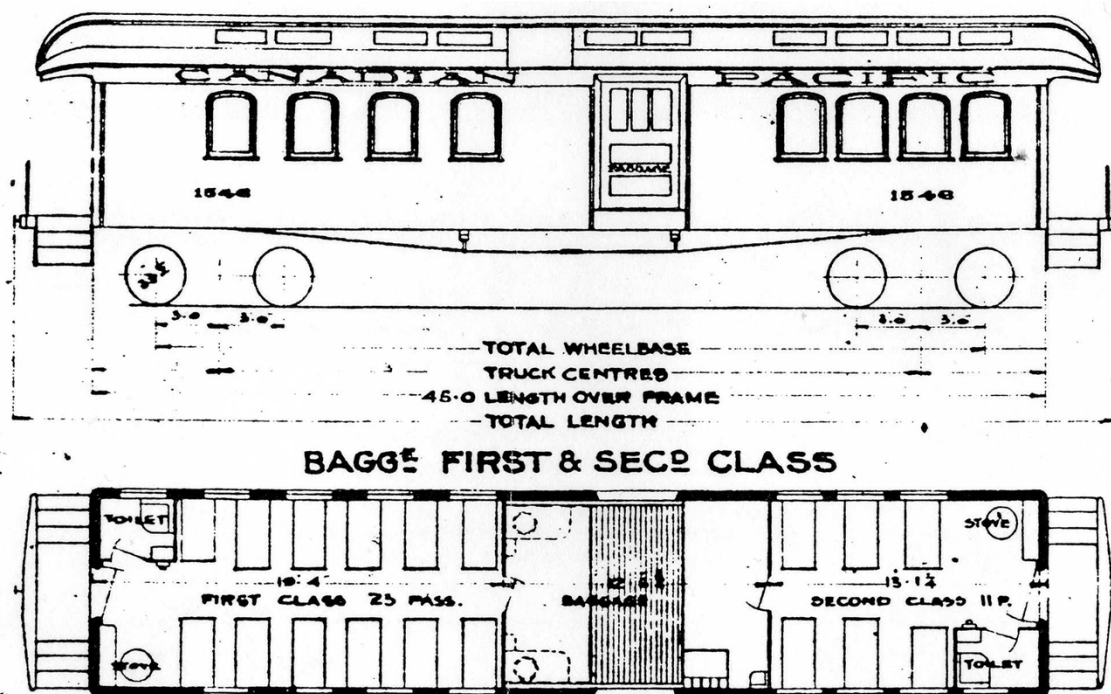
THE TENTH PAY CAR: NO '41' (2ND) (1895-1896).

This car was a former International Railway baggage and passenger car No '3', the builder and build date not entered into CPR records. The INR was sold in 1886 to the Canadian Pacific subsidiary Atlantic & North-West Railway and the operations and rolling stock of the two companies integrated with those of the CPR August 1, 1888.

The car, renumbered to CPR baggage & passenger '201' c.1890 was apparently being used as an official car in the early 1890s but its location and name of the occupant remains unknown.

However in June 1895 it was converted at Hochelaga Shops in Montreal to paymasters car '41'(2nd) for Eastern Division, replacing former pay car No '41' (1st), It would last in that service until withdrawn from pay car service June 1896.

There are no drawings or identifiable photos of this car as pay car '41'.



Elevation and plan of combination baggage and passenger car '1546' formerly pay car '41' (2nd). CPR folio drawing, collection Douglas R Phillips.

The car worked lines east of the Lakehead June 1895 until withdrawn from that service June 1896. Pay car '41' was converted to baggage and passenger car '1546' at Hochelaga Shops, Montreal February 1897.

About 1896 a paymaster on a large railroad "took his own leave" with a bag containing an extensive amount of currency, and left for parts unknown. The result was a close self-

scrutiny of paying procedures by all the larger roads, the Canadian Pacific included, and the result with the CPR was to completely withdraw pay cars over a two year period.

In the summer of 1896 the Company adopted the cheque system for paying employees along the line, thereby dispensing with the need for pay cars by 1898.

As this pay car era of the 19th Century closed on CP there were four cars in pay service.

40	ex CP 27	Atlantic Division	to CP 1552
41(2 nd)	ex CP 201	Eastern Division	to CP 1546
42	ex CP 25	Western Division	to CP 2010
43	ex CP 216	Pacific Division	to CP 48

However the pay car era on Canadian Pacific was not over.

HISTORY OF PAY CARS ON THE CANADIAN PACIFIC RAILWAY PART 2 - 1908 TO 1960.

BY DOUGLAS R PHILLIPS

For a short period between 1898 and 1908 Canadian Pacific had no regular pay cars in its fleet. Although the pay check system was put in place about 1896 it did not work well in a number of areas and the Company was forced to reintroduce the pay car in 1908 in some of the more isolated areas as well as in and around the City of Montreal. Pay cars were usually the only official cars the employees looked forward to seeing.

PAYMASTER'S CAR NOS. '34' (1908-1912). '51' (1912-1915).

The numbering of CPR's official cars and pay cars can be confusing because of the various re-numberings and conversions of various cars for different purposes.

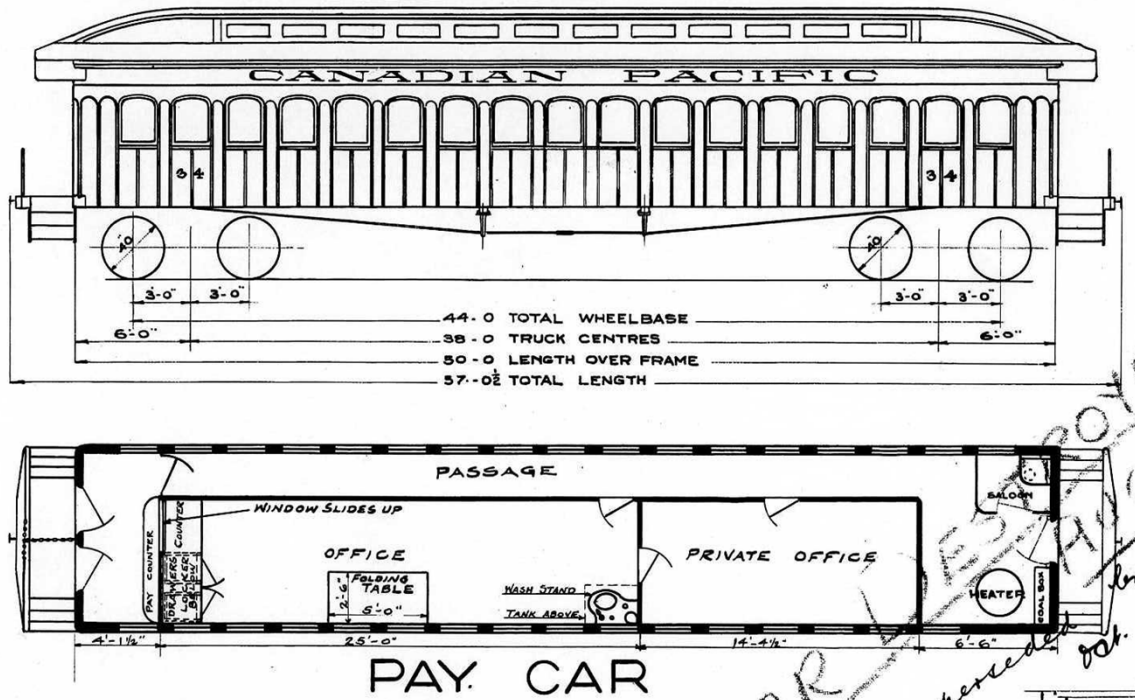
Pay car '34' was converted from 'Second Class' day coach '848' in November 1908. It used a number that had been assigned to an official car built in 1903 and re-numbered to car '20' in 1907. Coach '848' was originally built by Patten Car Works of Bath, Maine in the US at an unrecorded date for the Quebec Montreal, Ottawa & Occidental Rly as 'First Class' day coach No '4'.

The Western Division of the QMO&O Rly was acquired by the CPR in 1882.

As with most pay cars, car '34' was fitted with double end-platform doors used as entrance and exit when paying large numbers of employees. The opposite end platform, also open-end, had the conventional single door.

Pay car '34' was renumbered again in October 1912 to pay car '51' and remained under the paymaster until removed from that service in August 1915 and retired for dismantling at Hochelaga shops in Montreal.

This car was used to pay temporary employees hired for extra gangs and winter snow removal gangs in and around the Montreal Terminals area, and remained in this service until it came off second best in a collision with a yard engine at Place Viger yard in Montreal. It was decided not to replace it.



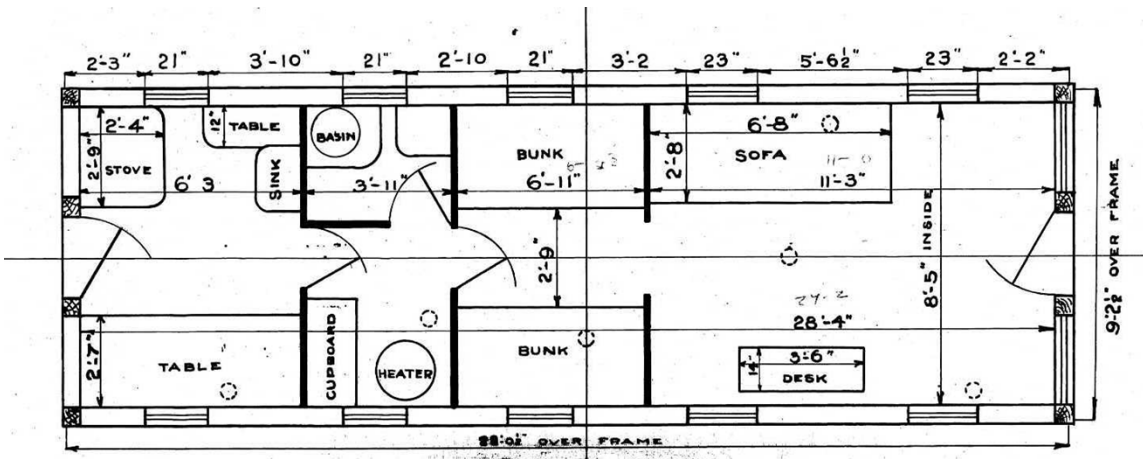
Pay Car '34' (1908-1912) later Pay car '51' (1912-1915). As this car was used in the Montreal Terminals area there were no sleeping quarters provided. CPR folio plan, collection Douglas R. Phillips.

**MANITOBA & NORTH WESTERN RAILWAY PAY-CAR NO 'C-2'.
CPR PAYMASTER'S CAR NO '30' (1920-1926).**

Another pay car used in Western Canada was one used by the Manitoba & North Western Railway conductor's van C-2 fitted up as a paymaster's car. Builder and date built are unknown, but likely c1885? and perhaps Crossen? The M&NW connected with the CPR at Portage La Prairie west of Winnipeg, Man. and operated as far west as Yorkton, NWT.

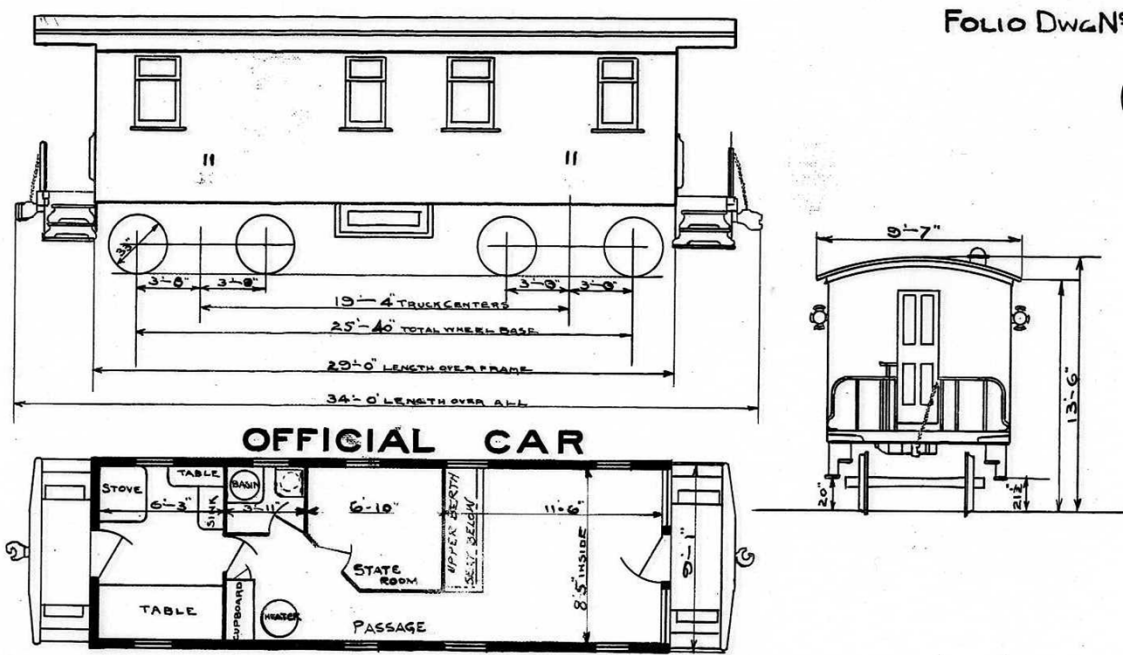
This car was acquired by the Canadian Pacific Railway when it leased the M&NW May 01, 1900. The car was renumbered and marked CPR '30' at Winnipeg June 19, 1900 and was then used immediately as a superintendent's car.

In 1920 the car is assigned to the CPR paymaster for pay car service between Winnipeg and the Lakehead. Withdrawn in October 1926 it is replaced by car '53'.



FLOOR PLAN

Floor plan of CPR official car '30/11' (1900-1909). Car as No '11' is modified in 1909 at Winnipeg, Weston Shops. CPR plan, collection of Douglas R. Phillips.



CPR official car '11' (1909 to 1920) when converted to Pay car '30'. CPR folio drawing. Collection of Douglas R. Phillips.

There are no known plans or identifiable photographs of this car as pay car '30'.

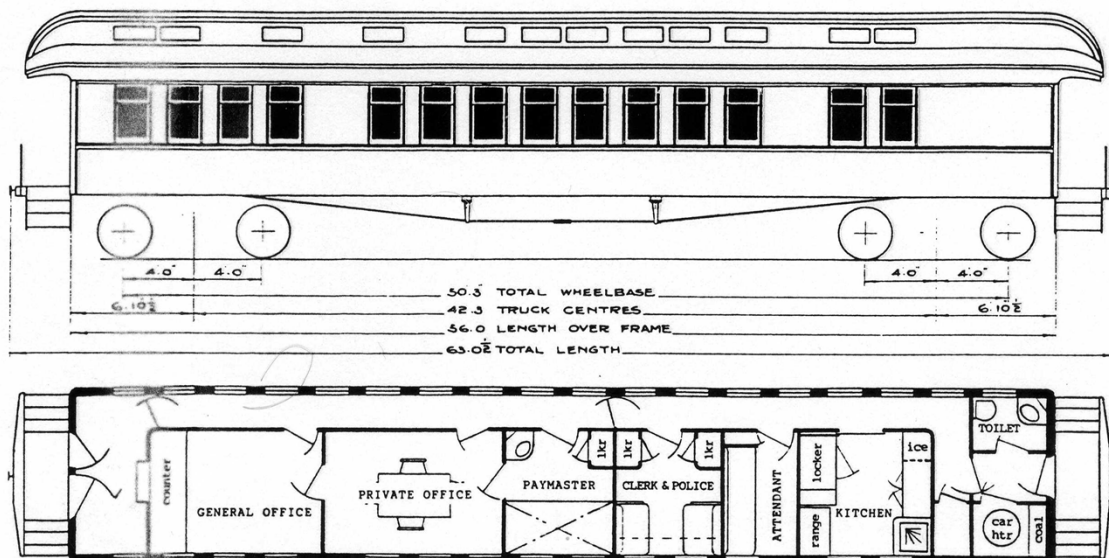
PAYMASTERS CAR '52' (1914-1957).

Due to a decline in population in the north parts of the State of Maine, as a result of the lumber industry being logged out, a reduction in settlement and consequent lack of facilities at which cheques might be cashed led to the CPR having to revert to the payment of wages in currency in that State. With the outbreak of WWI, a considerable number of men were employed and the Moosehead and Mattawamkeag subdivisions of the CPR gave year round employment to between five and six hundred people.

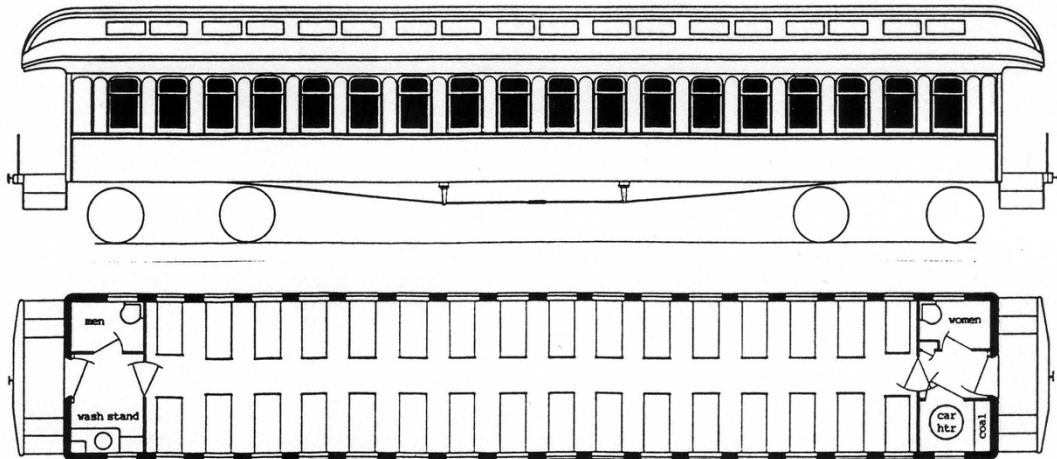
In August 1914 Canadian Pacific pay car No '52' was assigned to the State of Maine run in charge of Paymaster Frank Loye.

This car was the last genuine pay car, complete with double doors at the office end, an office with a safe, counter and wicket, the latter equipped with bullet-proof doors and a trick drop window which, by slight pressure on a foot pedal, would lower the heavy window frame suddenly onto the wrists of anyone who might threaten the paymaster by pointing a revolver through the wicket. Fortunately nothing ever happened.

Payments in Maine were on a weekly basis on the line as under the laws of the State of Maine. The car worked between Megantic and Mattawamkeag, Maine west of Brownville Junction, Maine. Car No '52' was withdrawn in December 1957 and scrapped in 1958.



Side Elevation and Floor plan of Pay Car '52' (1914-1958). Drawing by James A Shields, collection of Douglas R. Phillips.



Side Elevation and Floor Plan of 'First Class' day coach '191' as built in 1886. This car was converted at Angus Shops, Montreal August 1914. Originally constructed by Crossen Car Works in May 1886. Drawing by James A, Shields, collection of Douglas R. Phillips.



Paymaster's car '52' at Jackman Maine with General Paymaster Bill Jones on step of the car. Bill's son Dave would one day work for Omer Lavallee and later became editor of CP Rail News. Photo by OSA Lavallee. Collection of David Jones.

Car '52' was also famous because it was here Omer Lavallee, writer, editor and lecturer long considered one of Canada's most knowledgeable transportation historians spent the early years of his career with Canadian Pacific.

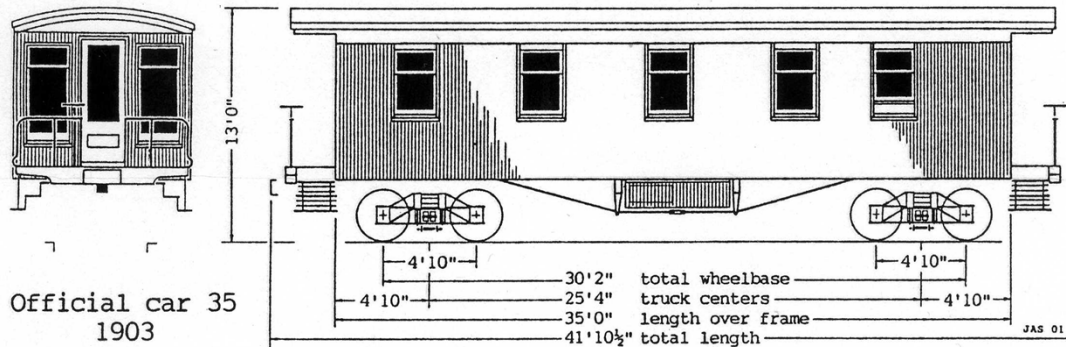
PAYMASTERS CAR '53' (1926-1933).

Replaced car '30' in pay service between Winnipeg and the Lakehead.

It was built new in 1903 and delivered from the car shop in Farnham, Que. as a superintendent's car for the Western Division. Ordered February 23, 1903 it was completed on March 13, 1903 at a cost of \$1,894.12. The car rode on unusual for CPR 'Goff' type arch-bar trucks, the style having been in use since the 1860s under Grand Trunk Railway freight cars. As a superintendents car its body colour was changed from

mahogany to Tuscan red at Vancouver, BC September 1918 as there was a general program at that time to colour all passenger car stock the CPR standard Tuscan colour.

In 1926 the car had been assigned to the Superintendent of the Portage Division at Winnipeg for four years. Being replaced by another car it was assigned new duty as a paymaster's car. As such it was converted on September 1926 and marked '53'.



Drawing by James A Shields, collection of Douglas R. Phillips.

PAYMASTER'S CAR 'FORT SIMPSON' (1958-1960). "THE LAST CAR".

Car FORT SIMPSON was built in July 1927 at CPR's Angus Shops one of five Observation-Compartment-Buffer sleeping cars for use on the Winnipeg-Edmonton titled train "Great West Express" sometimes referred to as the "Great West Limited".

The FORT series cars were removed from the service on CPR's 'Prairie North Line' in September 1956 and the trains were discontinued in June 1960. Two of the surplus FORT cars, the FORT SIMPSON and FORT RELIANCE were then used on the Kettle Valley Division between Vancouver and Penticton, BC for a short time then put into storage.

With retirement of Paymasters car '52' in December 1957, the FORT SIMPSON was chosen to continue the Pay car service through Northern Maine. The Pay car service ended on July 6, 1960 at 19:00 hrs or 7.00 pm. Shortly after and in the same month July 1960, it was officially placed in business car service and in March 1962 this car was numbered '30' for business car service. It would have the honour of being the "Last Pay Car" in use in North America, at least north of the Rio Grand River on the Mexican border of the US. Omer Lavallee was the last pay car paymaster.

The pay-car service in Canada ended forever when the CPR returned to the payment of wages by check and arranged with a trust company in Maine to handle the account.

After that service the car was held by the Public Relations Department, until it was damaged during a heavy switching move in 1974. The car was condemned and sold that year to J. Bosworth Limited and eventually scrapped.



CPR FORT SIMPSON stands at Trois Rivieres, Que. on September 12, 1961. At this time the car is in use as an official car. Photo from collection of Douglas R. Phillips.

EPILOG:

A good amount of the information collected here was originally researched by James A. Shields who at one time worked in CP's corporate archives. Over the years Jimmy and I, both being employees of CP, developed a working friendship because of our interest in passenger cars. At the time most others seemed only interested in locomotives. Jim had been collecting information as far back as the 1950s. In 1955 Omer Lavallee presented Bulletin 19 "Official Cars of the Canadian Pacific Railway" for the CRHA and much more information has come to light in the past 60 years. In 1962 Andrew Merriles compiled a roster list of CPR passenger cars from Jim's research notes and Jim wanted to expand and perhaps one day do a book. Little came of that and only a small amount of information has been printed since. In the end Jim concentrated on the official, private and special cars while I worked on the other wooden cars then expanded into the steel cars. The scope of work became large when we realized the story was growing to include some 5000 plus rail cars not to mention the many re-buildings and re-numberings of most of the cars. I have been collecting notes for over 40 years. In the past fifteen years trying to meld all the information together has been a very difficult task. I once compared the work to a giant jig saw puzzle, only the puzzle is the size of a shopping centre parking lot.

Jim passed away in 2011 after a very lengthy illness and with him went a vast knowledge of CPR's passenger cars and passenger train operations. I hope by publishing these workings it may perhaps inspire others to do more research. It's amazing what can be found in old newspapers and railway publications. But the best source has always been the Companies records. I'm forever indebted to Jim's knowledge and research.

Douglas R. Phillips