
Canadian Pacific A History

LUNCH AND LEARN PRESENTATION | FEB 13, 2019 & APRIL 29, 2019
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Pre Syndicate Years 1871 to 1881

- Sir John A. Macdonald's need for a railway. 1867-1873 & 1878-1891.
- "The Pacific Scandal" – Hugh Allan.
- The Fleming surveys.
- Alexander Mackenzie and his delays. 1873-1878.

Fleming surveyors set out – 800+ in 23 Divisions.
Here is part of Division 'N' in 1874 near Moose Factory, Ont.



Government Construction. 1877-1885.

- Pembina Branch – Joseph Whitehead – Emerson to East Selkirk.
- East Selkirk, Man. to Port Arthur, Ont.
- Onderdonk Contract. – Port Moody – Savona's Ferry.
- First 100 miles west of Winnipeg – John Ryan .

Government contractor Joseph Whitehead delivers first locomotive to St. Boniface, Man. in October 1877.



1880 – 1888, the George Stephen Era.

- Conceived in 1880 to save confederation, the Canadian Pacific would grow to be the “World’s Greatest Travel System.”
- CPR surveys and construction period. A new line and new route. Line acquisitions and O&Q Rly. 2nd Riel Rebellion, March 1885 Duck Lake.
- First train July 1886 made effect “the physical and economic union of eastern and western Canada.”
- Company was a railroad only in mid 1886, with express, Great Lakes boats & commercial telegraph.
- Pacific steamships begin – ocean services. 1887-1891 lease of 3 ships.
- Hotel system begins – an extension of the sleeping & dining car departments, 1886.
- Minneapolis, St Paul and Sault Ste. Marie Railway. 52%

First to Open – Mount Stephen House – Field, BC.
1886.



SS Abyssinia leased 1887-1891. Sails from Japan May 1887 with 2830 tons of cargo & arrives Vancouver June 13, 1887. First eastbound cargo of tea to New York and Montreal.



1888 – 1899 – the era under William C. Van Horne.

- The Battle of Fort Whyte. October 1888.
- Completion of “the Short Line”, a connection to Saint John, NB.
- The CPR verses The Queen. The arbitration case.
- Beginning of the branch line network: C&E; QLL&S: S&O and others. 1890-1893.
- Times of economic depression 1893-1898.
- BC coastal service – Klondike gold rush – 1898.
- BC Lake steamship service – 1898.
- Great Northern - James J. Hill versus CPR - W. C. Van Horne.

‘Empress of India’ and the first World tour –
1891 by steamship and rail.



1899 – 1919, era under Thomas Shaughnessy.

- Greatest period of expansion.
- Immigration.
- Irrigation in Alberta – begins 1902/03.
- The Crow's Nest Pass Route.
- Atlantic steamships – begins 1903.
- The Austrian Adventure - 1912.
- Spectacular Engineering feats – Tunnels and Bridges – 3 large main shops.
- Double Tracking the Main line and line changes on the Prairies.
- WW I – CPR's contribution.

Lethbridge Viaduct – Highest and longest bridge of its type in the World. 1 mile 47 feet long, 314 feet high, 12,600 tons.



1899 - 1919

- The Company's combination of Atlantic steamers, transcontinental rail line and Pacific vessels made it the first Northwest Passage of the 20th Century. "The Imperial Highway". "The All Red Route".
- It played a leading role in agriculture, mining, lumbering and manufacturing as a transportation agent.
- Formation of the CPR Department of Natural Resources - 1912.

Brooks Aqueduct Largest Irrigation Project in North America.



1919 – 1942, era under Edward Wentworth Beatty.

- Steamships cruises – Caribbean, Mediterranean & around the World begins 1922. Movie and film production.
- Era of railway competition. CNoR + GTR and 200 bankrupt lines =CNR
- The Great Depression.
- Development of an airline.
- Royalty and Royal trains.

Royalty and Royal Trains



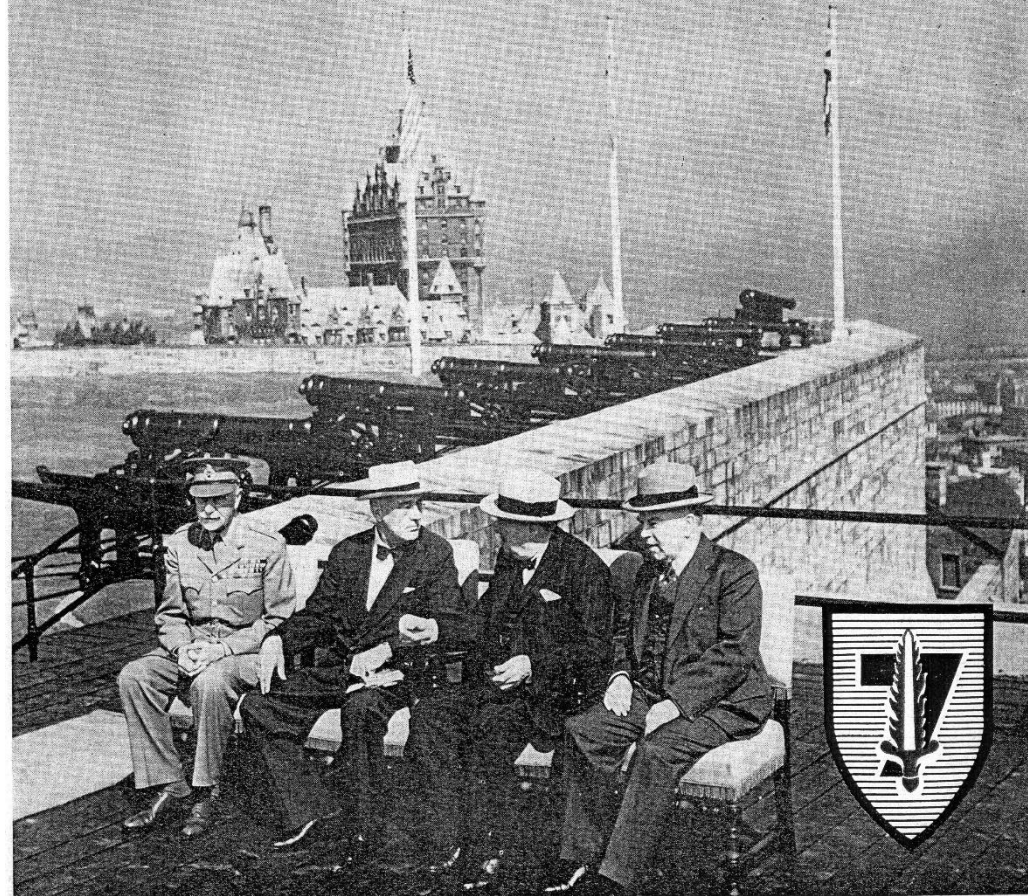
1942 – 1947, era under Dalton C. Coleman.

- World War II and the CPR's great sacrifices and contributions to the war effort..
- Canadian Pacific hosts both Quebec Conferences in 1943 and 1944.
- F. D. Roosevelt (FDR) and W. Churchill – Plan for “D” day landings.
- 75% of all Commonwealth navigators trained by Canadian Pacific.

Canadian Pacific lost 17 passenger ships and a number of freighters in WWII



1943 and 1944 Quebec Conferences hosted by CP.



1947–1955, under Wm. (Bill) Neal & William A. Mather.

- Period of rebuilding after the war years.
- Dieselization.
- Introduction of the new stainless-steel train “The Canadian” and new “Empress” steamships. 1955.
- Development of piggy-back service to intermodal. 1952 – TOFC to COFC.
- Other innovations in freight service.
- Korean War – Troop transport.

1952 -Trailer on Flat Car (TOFC) leads to Container on Flat Car (COFC).



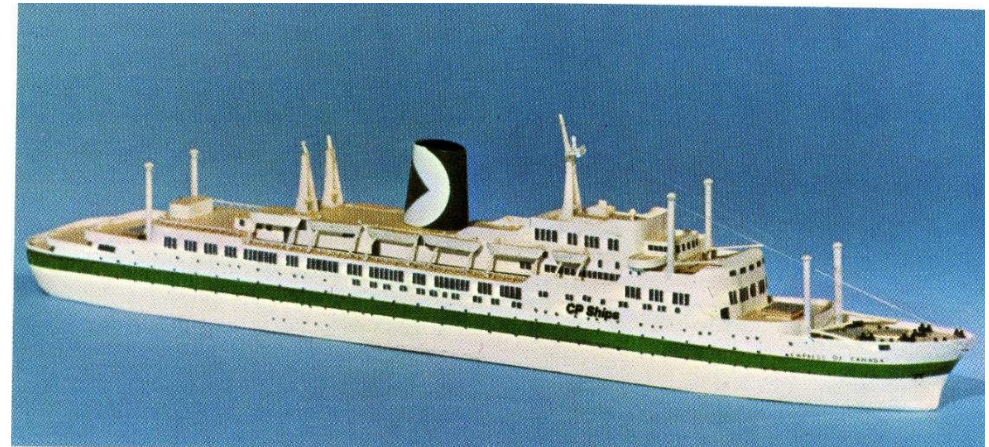
1955-1970, era under Norris (Buck)R. Crump.

- 1957 Integrated Data Processing. (IBM computer).
- The unit trains in coal and other services. Leads to Remote Control Locomotives where CPR is the leader in development. 1968.
- Era of the Multi-Mark. Creation of CP Rail; CP Transport; CP Hotels; CP Ships; CP Telecommunications, CP Air, etc. 1968.
- End of CPR passenger steamship ocean service – 1971.
- New tanker and container ships – CP Bermuda Ltd.
- Ian D. Sinclair and CP Enterprises – 1970's.
- 1975 Hall Commission & 1976 Snaveley Commission. Part of a number of commissions.

Mid Train Remote Control in Thompson Canyon 1968.
Today its called distributed power (DPU).



NR Crump & Ian D Sinclair introduce new corporate image in 1968.



1980's

- End of Company passenger train service –Over to Via Rail Canada 1978.
- End of the famous Crow rate. De-regulation.
- Major capacity expansion in the West- 4 mega projects to double track.

CP turns passenger train service over to Via Rail Canada Oct 1978.

Here East and West bound trains meet at Canmore, AB.



The 1990's and the 21st Century.

- The move to Calgary – 1996.
- The break-up of the conglomerate Canadian Pacific Ltd.
- Only the railway remains. 2001. David O'Brien.

- The new era and a new beginning. 2012.