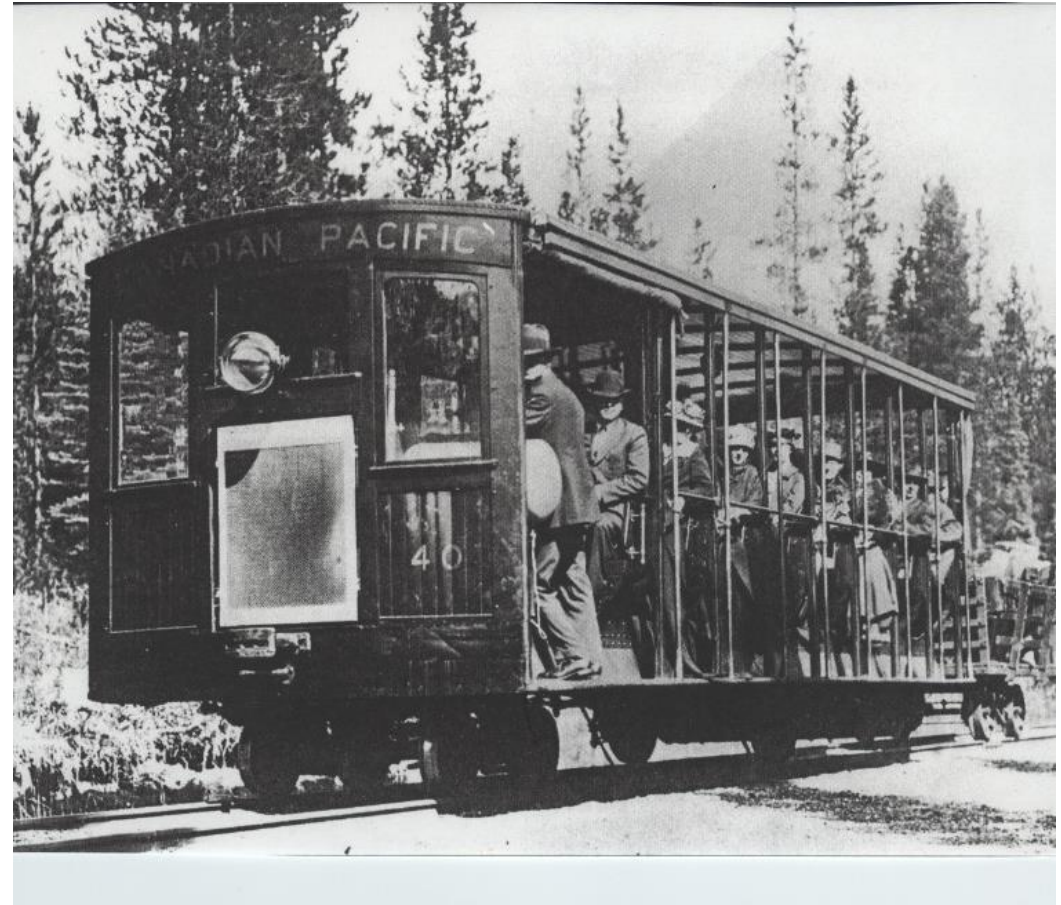


THE LAKE
LOUISE
TRAMWAY
1912 TO 1930.

REAL RAILS
2025.

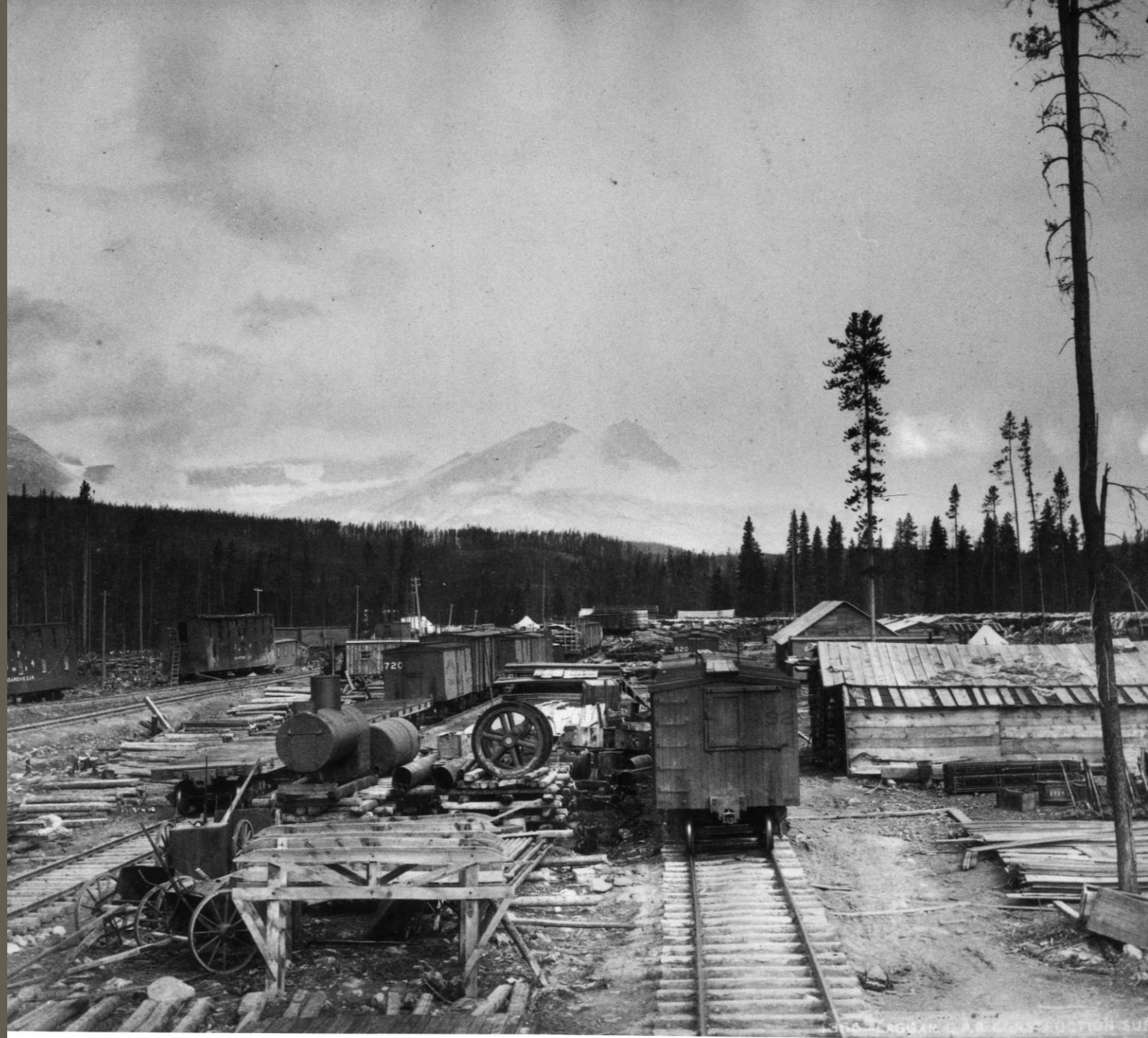




TOM WILSON SEES THE LAKE
IN 1882. ORIGINALLY CALLED
“THE LAKE OF LITTLE FISHES”

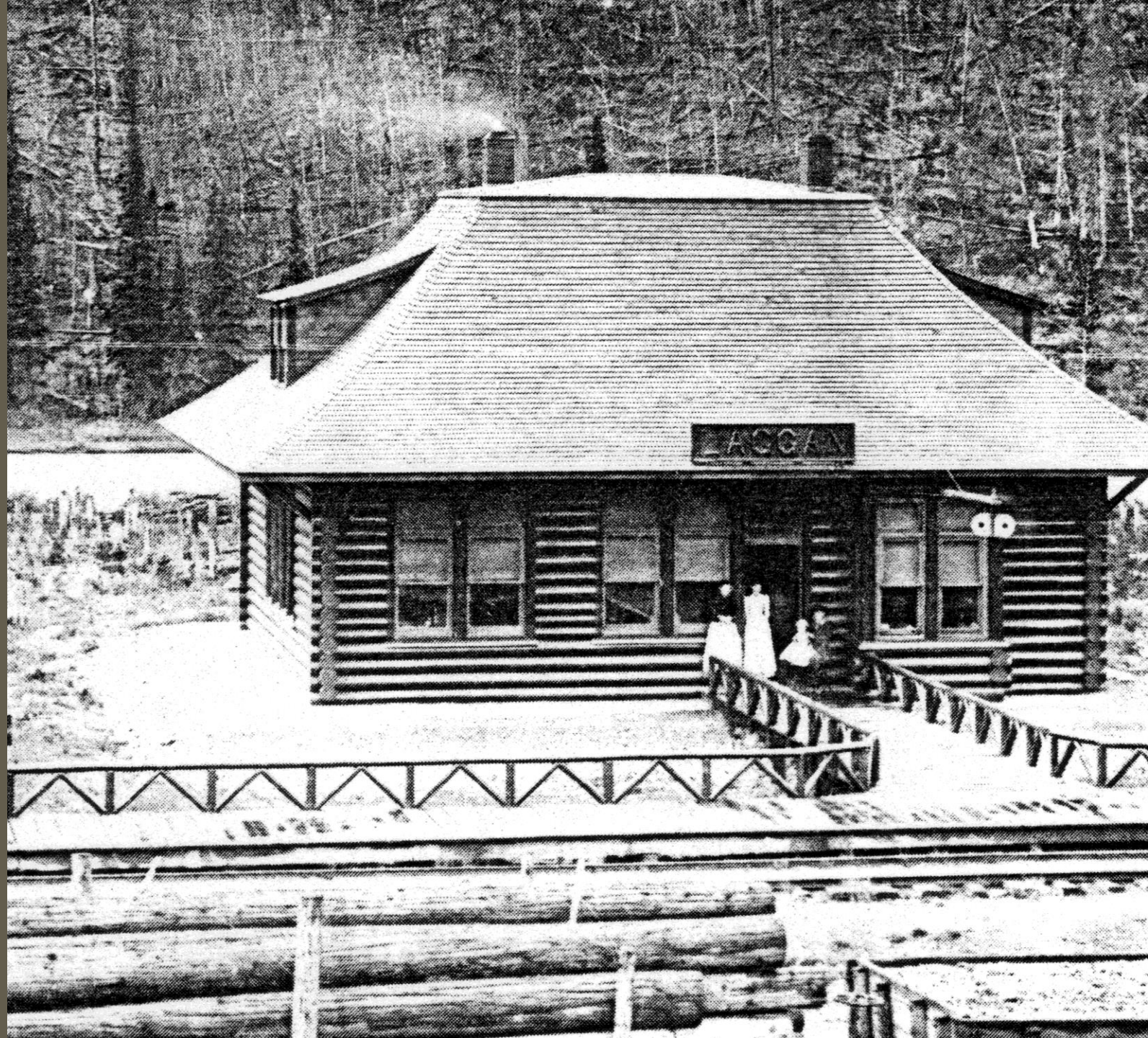
RAILWAY ARRIVES IN LATE 1883.

- Construction stops in November near the continental divide.



LAGGAN STATION BUILT
1884
NOT A DIVISION POINT
AT FIRST

- Laggan was not a division point at first, but was established as a pusher station, like Field, BC.
- Until 1898 - Canmore and Donald were the division points.
- 1898 – 1909 - Calgary and Laggan were the division points.
- Presently - Calgary and Field, BC are the division points.





FIRST CHALET BUILT IN
1890 BUT BURNS THREE
YEARS LATER. 1893

THE 2ND
CHALET IS
BUILT 1894.



A SECOND
STORY WAS
THEN ADDED
FALL 1894



LARGE EXPANSION 1906

1906 Walter Painter designs a new addition called the annex. This new addition overwhelms the older building.



68. The Canada Pacific Railway Hotel from Lake Louise, Lago

THE CHALET ANNEX



P. R. CHALET, LAKE LOUISE, ALTA.

NEW LAGGAN STATION BUILT 1910

- Laggan would be renamed Lake Louise May 1914.
- Government began construction of road Banff – Lake Louise and west as part of a plan to create a
- “Trans-Continental Road”.
- Built by military internees from a camp near Castle Mountain. (Massive).



TRANSPORTATION - STATION TO CHALET.
TALLYHOS. TRANSFER CHARGE WAS 50
CENTS.



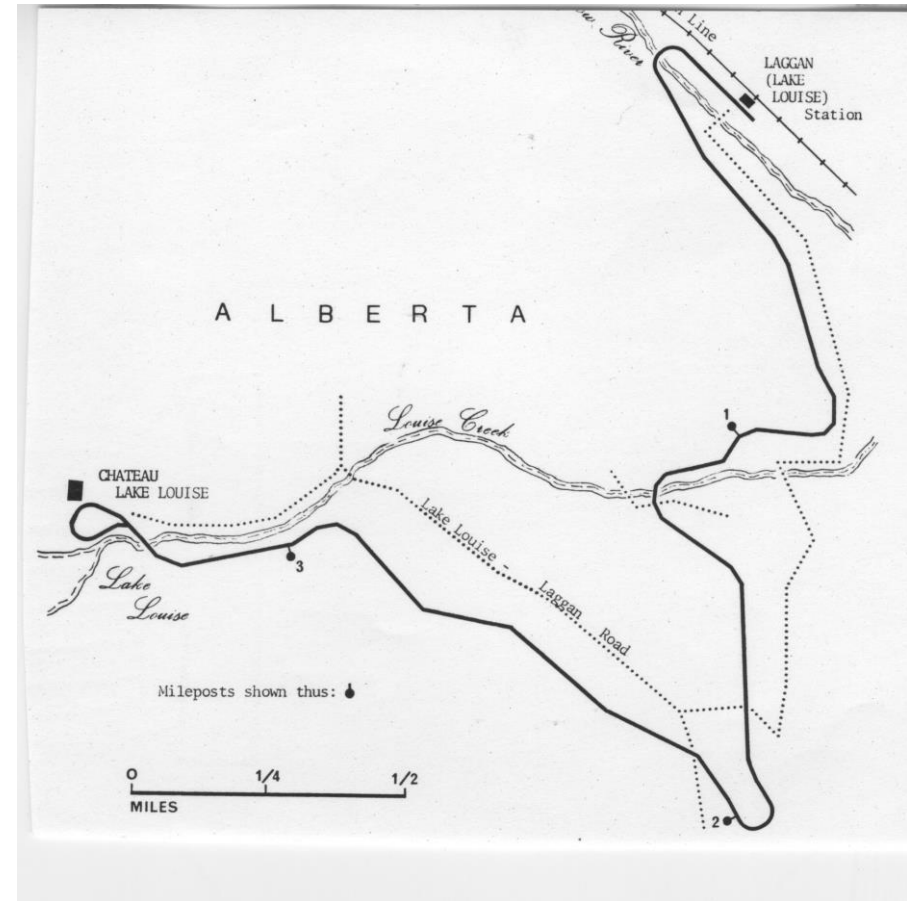


THE RATTENBURY WING IS ADDED 1912-13.
ROOM RATES WERE \$4.00 AND UP.

CAMP, LAKE LOUISE HOTEL
ON LAKE LOUISE,
LAGGAN, ALBERTA

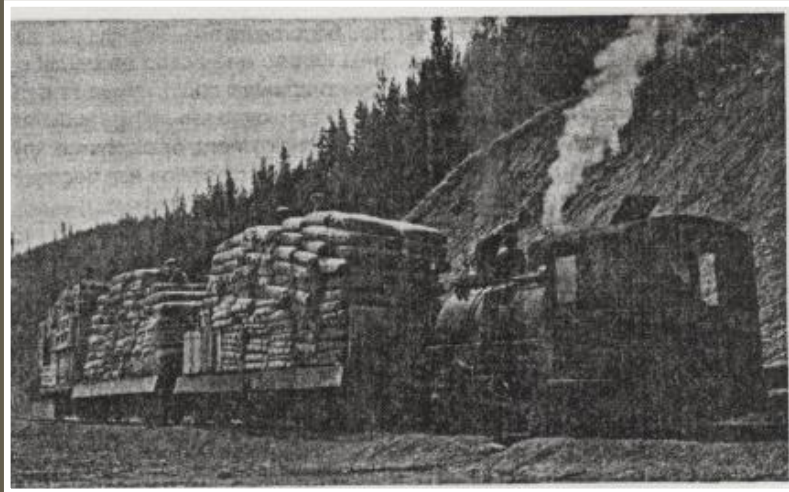
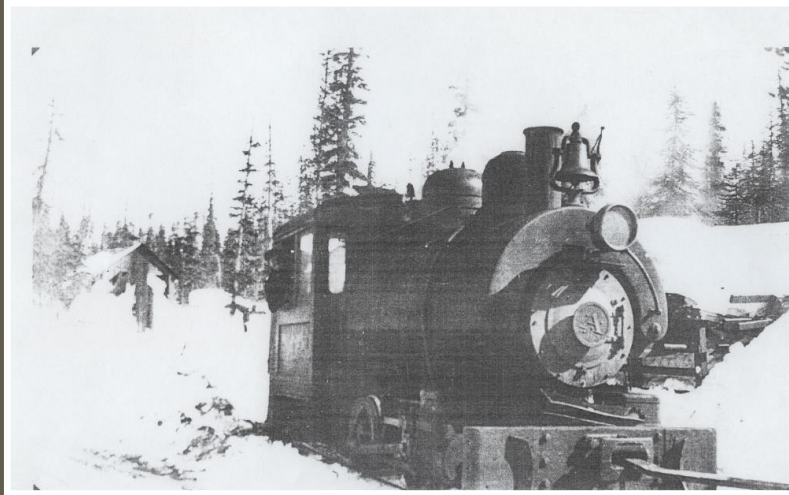
TO CONSTRUCT THE NEW CHALET IN 1912 A NARROW-GAUGE RAILWAY WAS BUILT.

- Built early summer of 1912 and opened in July.
- 3.3 % with a maximum of 4% grade.
- Gauge 3 ft 6 inches. Speed 8 mph. 20 min.
- 3.61 miles in length. Total milage 4.0.
- Loop at top end and turntable at Laggan end. Later this was replaced by a loop.
- One passing siding – mid way.
- All employees former CPR employees.



The Chalet at Lake Louise, Laggan, Alberta





0-4-0 ST STEAM ENGINE 15 TONS DUBBED THE 5104.

- 1st purpose of Railway was to move construction materials.
- 2nd purpose was to handle passengers.
- Car barn and locomotive shack located near the chalet.
- 3 flat cars.
- 4 dump cars.
- 1 snowplow.
- Steam works through the winter months.
- Sup't. was a Mr. R.A. Hamilton.
- Built by the Porter Works in 11-1912.





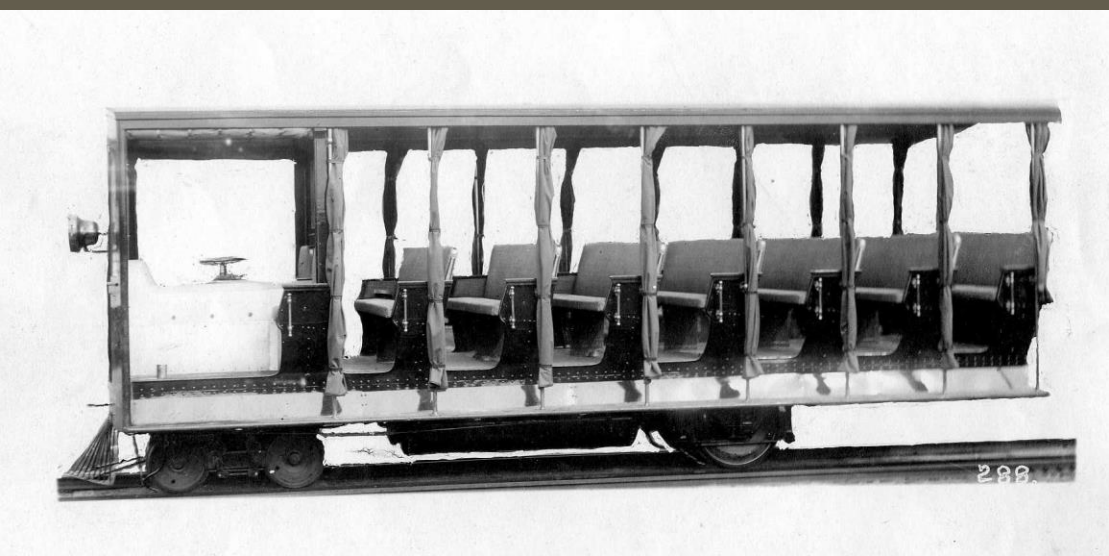
4 GASOLENE MECHANICAL
CARS WERE DELIVERED
AUGUST 1912 FROM ANGUS

48-49 - freight motors – Model Type 2A.
Originally 6 cyl. ALCO (Reo) engine.

40-41 - passenger motors – Model Type
2A. Originally 6 cyl. engines 60 hp.

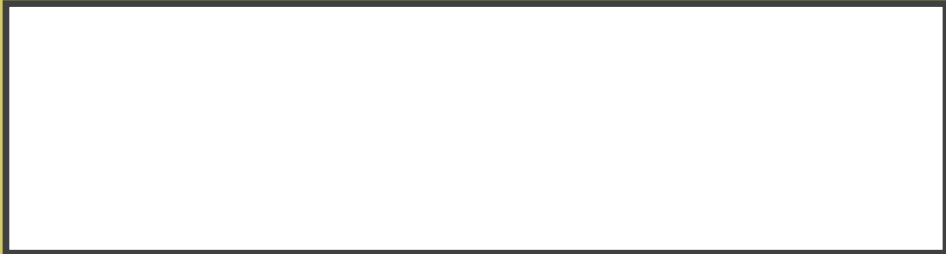
All re-engine 1913 c/w Pierce Arrow 6 cyl.
Engines 66 hp.

48 -rebuilt 1914 to open passenger car 42.

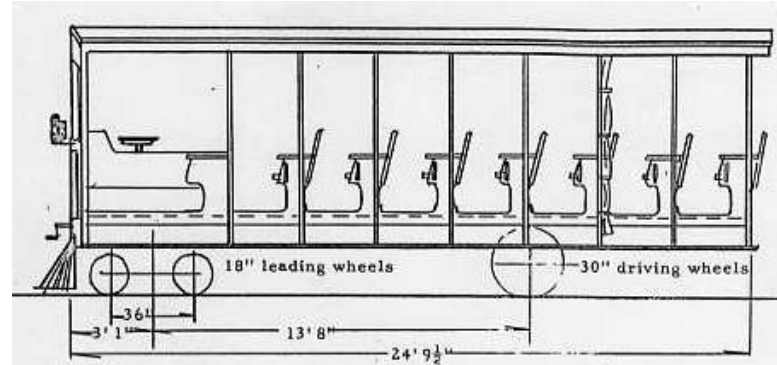


IMMEDIATELY ON ARRIVAL CARS WERE
USED TO HELP CONSTRUCT THE HOTEL.





These four cars
operated June to
October each year for
guests.

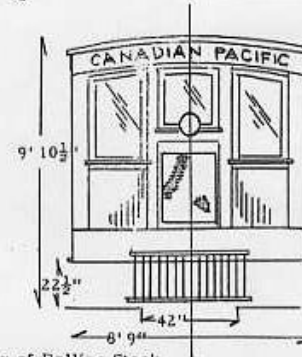


Source: Canadian Pacific Railway Co.,
Angus Shops, Montreal, 1912.
Seating capacity: 35 passengers.
Floor is 36" above rail level.
Seats are on 2' 9" centres.

MOTORS:

Originally built with 60 h.p. 6-cylinder
Alco engines. Remodelled in 1913 with
56 h.p. 6-cylinder Pierce-Arrow motor.
Cars capable of 15 m.p.h. and can negoti-
ate grades up to 4%.
Overhauled in 1931.

Scale is approximately 1/4" scale.
Drawing No. 21/1/60.

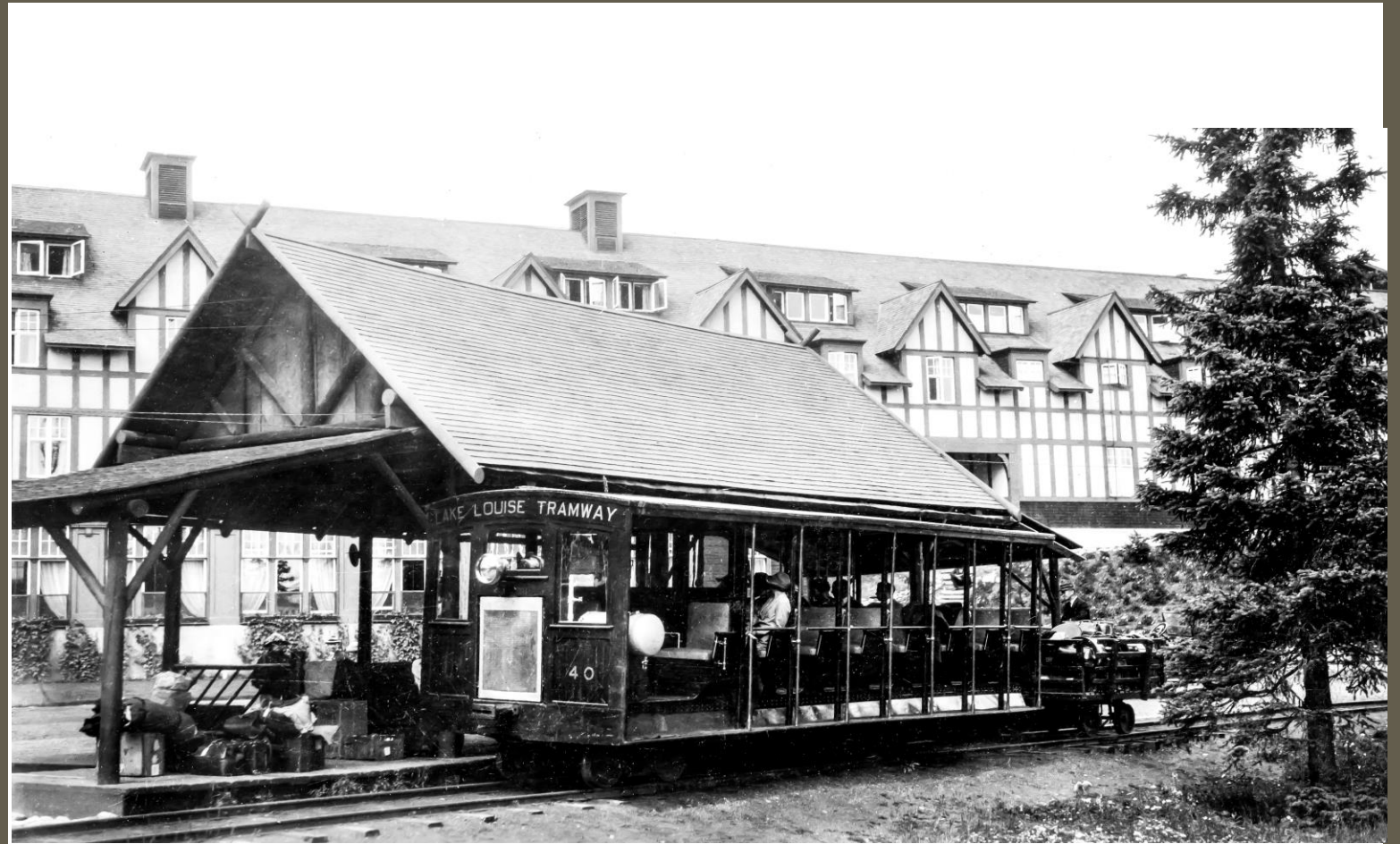


LAKE LOUISE TRAMWAY - Roster of Rolling Stock.

4-2-0	Open bench psgr. car	Reo engine	Built CPR, Angus, Montreal, 1912
"	" " " " "	"	" " " " "
4-2-0	Flat freight car	Reo engine	Built CPR, Angus, Montreal, 1912
"	" " " "	Reo engine	Built CPR, Angus, Montreal, 1912

Rebuilt from freight motor #8 in 1914.

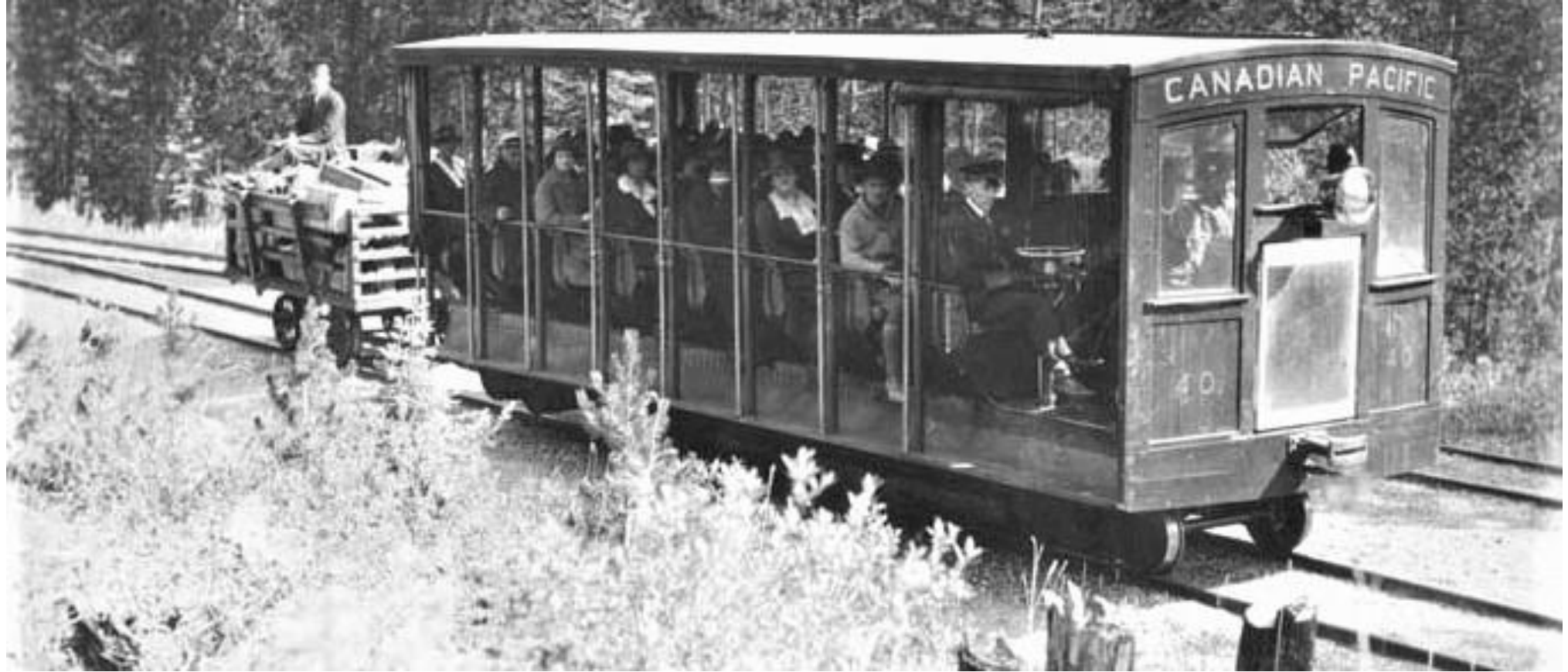
CAR 40
AT THE
CHALET



SIDING MID WAY



- “The Up” car always tried to take the siding first in case the “down” tram’s brakes didn’t hold.
- The accidents which occurred in 1912 & 1913 where axles that broke.
- Switches were spring switches.





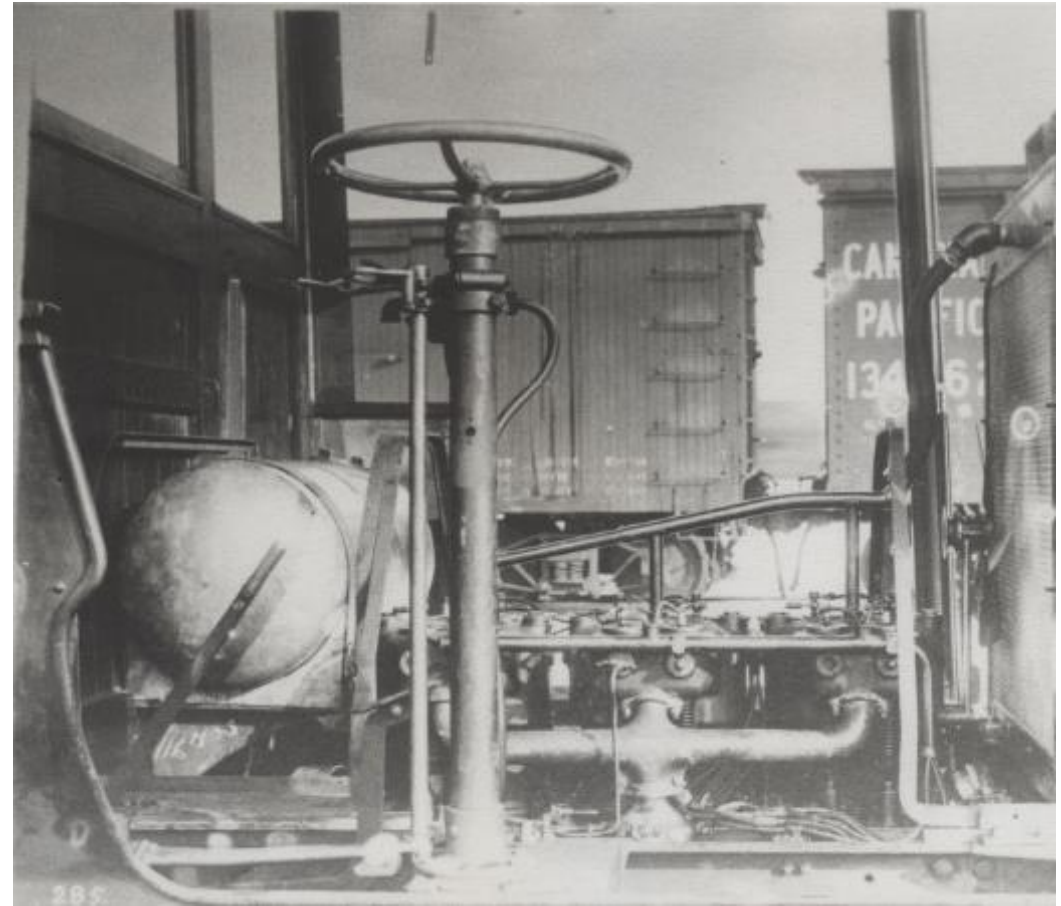
WHOA!
THE BRAKES WERE RATHER SIMPLE

- **Used compressed air and were charged before each trip.**
- **Plus used a hand brake.**

286.

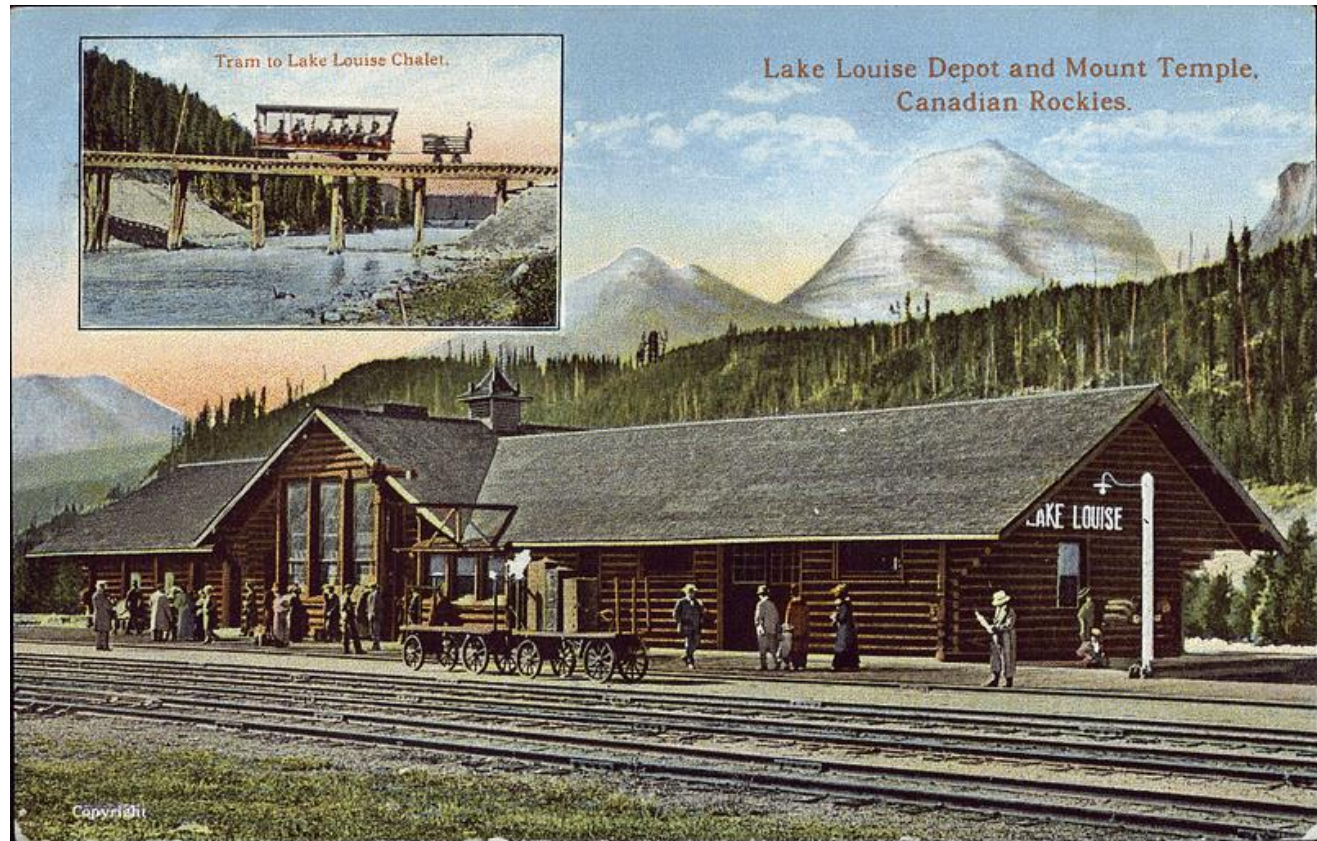
280

STEM
WINDER
HAND
BRAKE



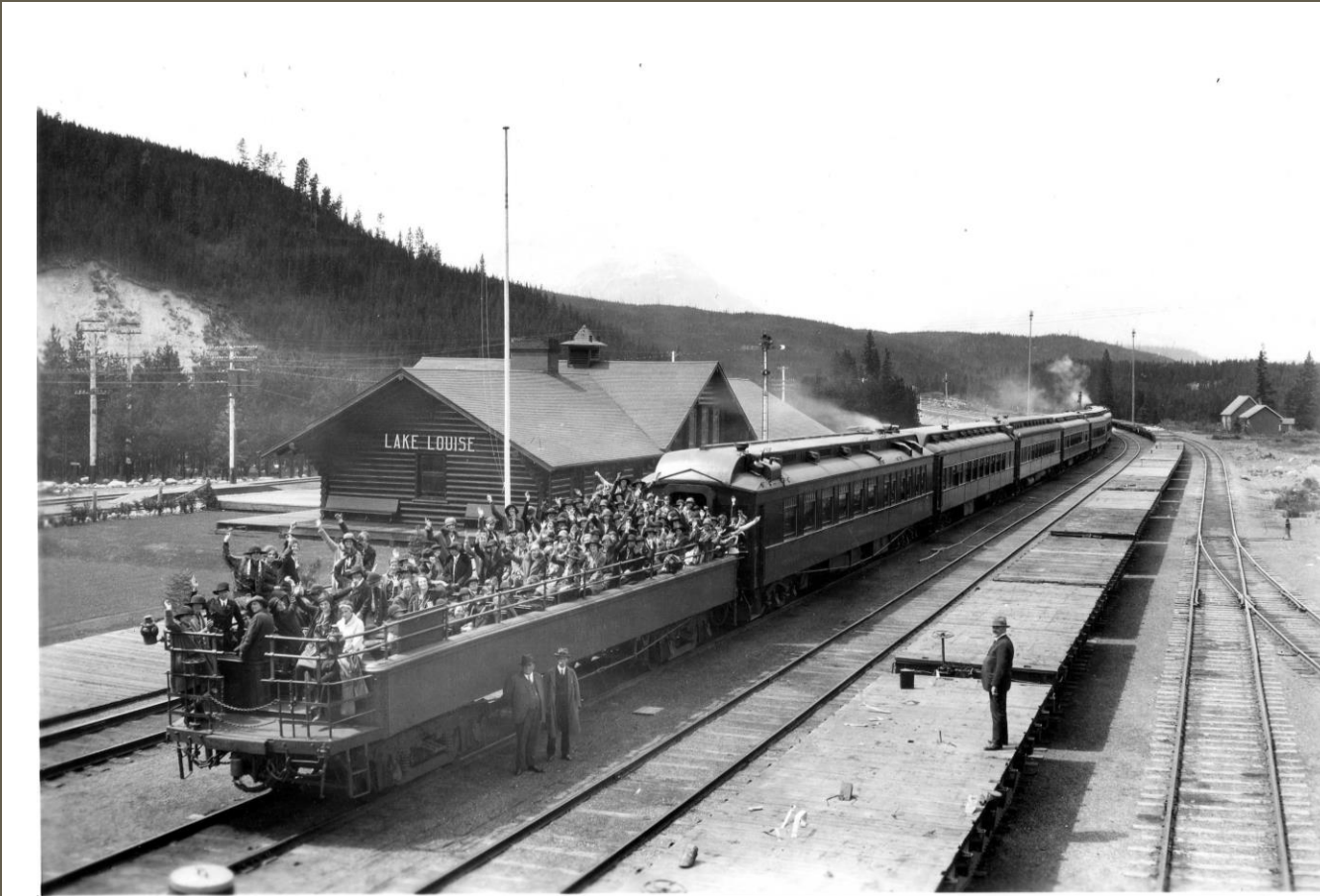
THE LAGGAN- LAKE LOUISE LINE

- Four light tailers were added in 1913.





THE TRAM CARS MET ALL TRAINS IN 1913;
“THE IMPERIAL LIMITED” NOS 1-2.
“VANCOUVER & TORONTO EXPRESS” 3-4.
“THE SOO-PACIFIC EXPRESS” 13-14.



MEETING THE TRAINS

- First full year of operation was 1913.
- Tram cars handled 32,500 passengers.
- Only one train was delayed – 10 minutes.
- Cause 'Pennsylvania Special' in at same time as regular and the two passenger tram cars and freight cars not sufficient to handle crowd.



LAKE LOUISE

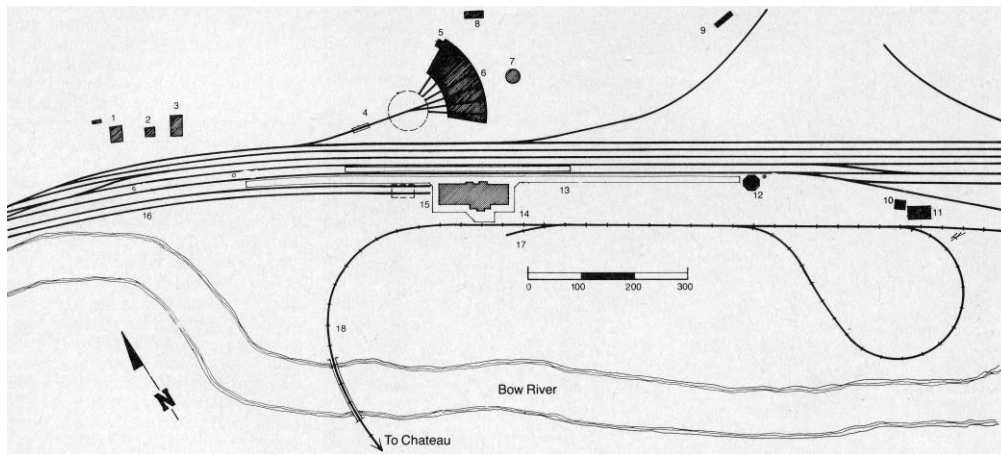
- Motor no 49 waits behind the new station.
- The original Laggan station was located to the right.
- 1913
- 40 - made 498 trips
- 41 - made 491 trips
- 48 – made 270 trips
- 49 – made 317 trips



- Elevation between Lake Louise station and the Chalet was 600 feet.

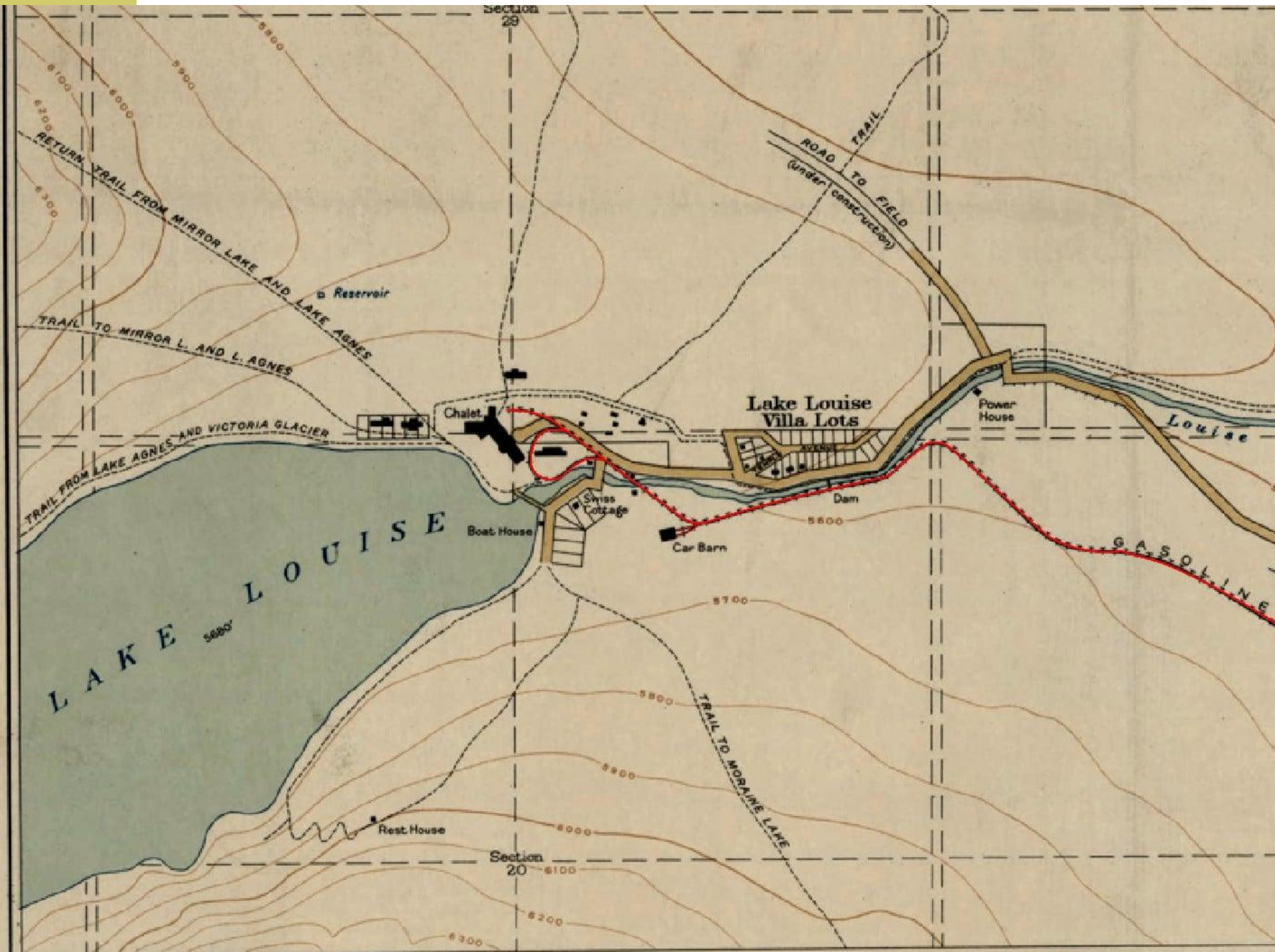


TRACK LAYOUT AT LAKE LOUISE IN 1928



- The new loop replaced a turntable.
- The original station was to the left of the present station. Later relocated to the right & behind the water tank.

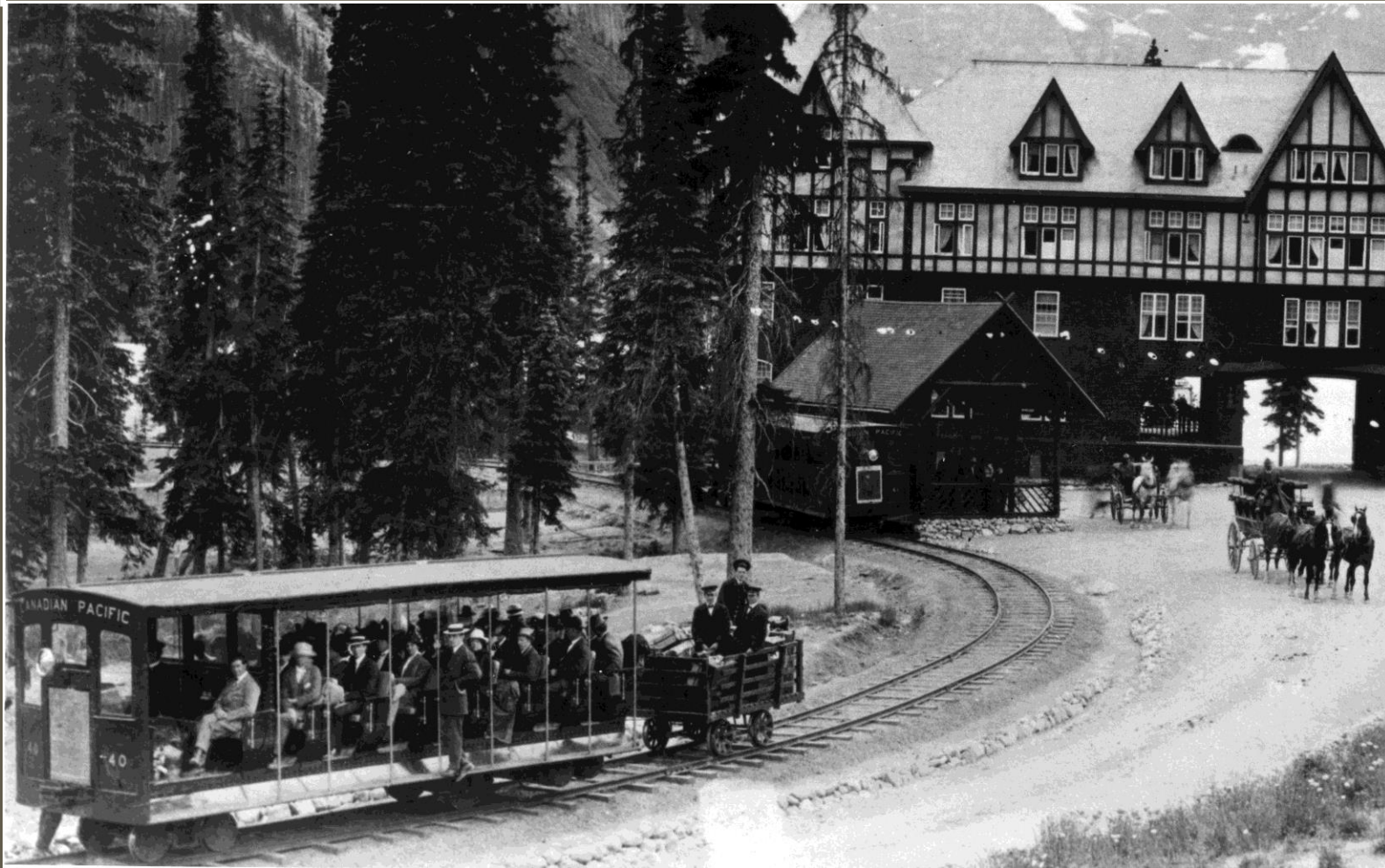
TRACK
LAYOUT AT
CHALET END.



42 – 48 AND 50 AT THE SHOP.




CARS DEPARTING THE UPPER LOOP.



1924 AND THE NEW CHATEAU IS NEARING COMPLETION





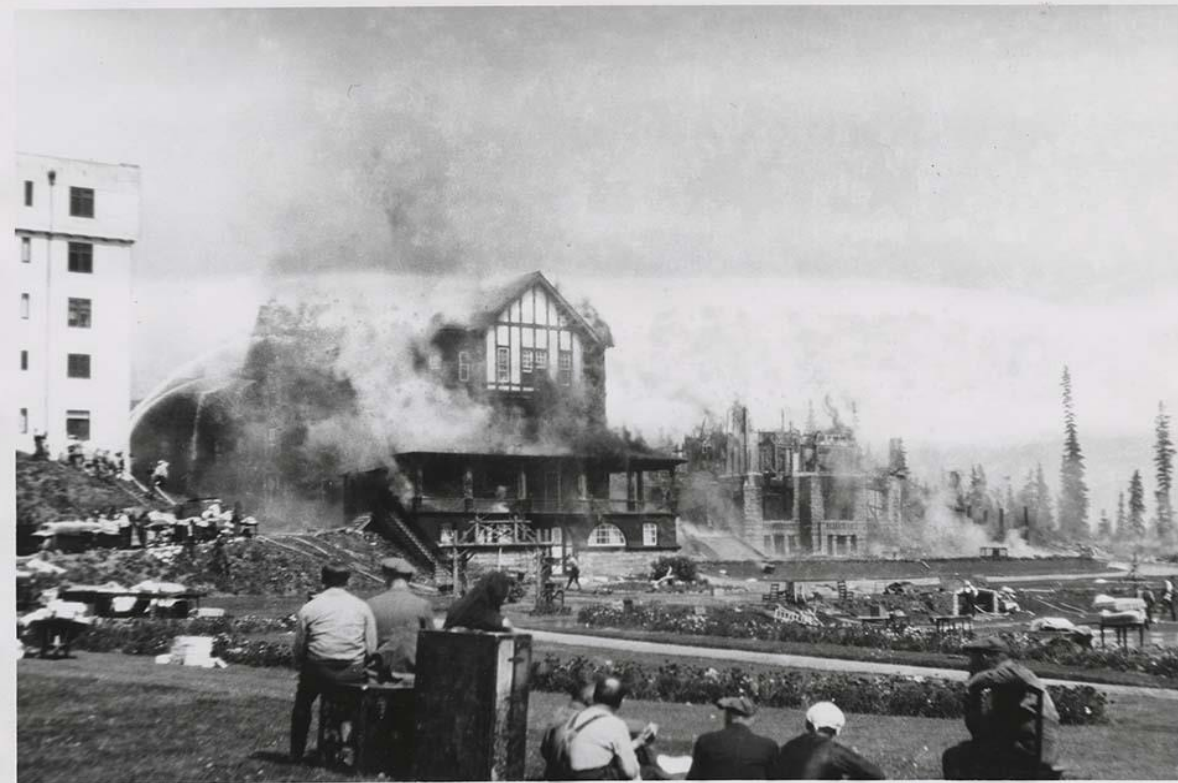
**BUT THE RATTENBURY & PAINTER
WINGS BURN DOWN 03 JULY 1924.**

THERE WAS NO LOSS OF LIFE AND NO INJURIES, BUT ENTIRE CHALET WAS A LOSS.



Glenbow Archives NA-937-9

GUEST SALVAGE THEIR BELONGINGS
THEN WATCH THE HOTEL BURN.



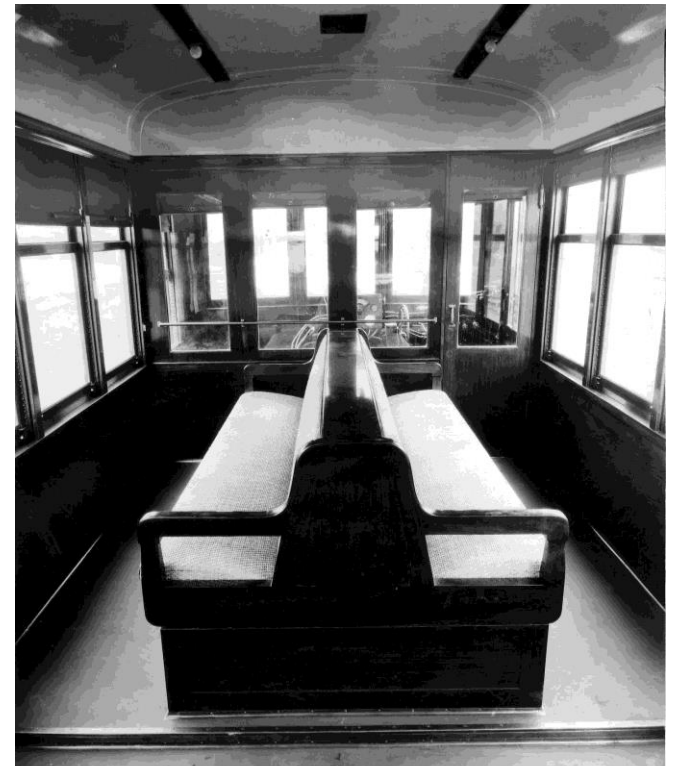


WINTER 1924-1925 ENGINE
MOVED 30,000 TONS OF
MATERIAL. CARS WERE PUSHED
UP GRADE TO PREVENT RUN-A-
WAYS,



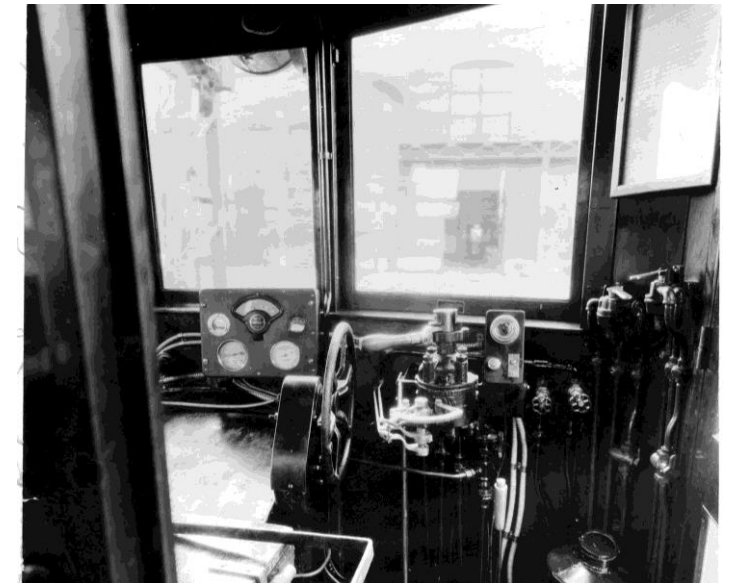
TWO ADDITIONAL CARS ORDERED
IN 1925 ARE DELIVERED MAY, 1926.

STERLING ENGINE
150 HP
MOUNTED UNDER THE
FRONT MAIN SEAT.



INTERIOR OF CAR 50
SMOKING ROOM WAS AT THE
REAR.

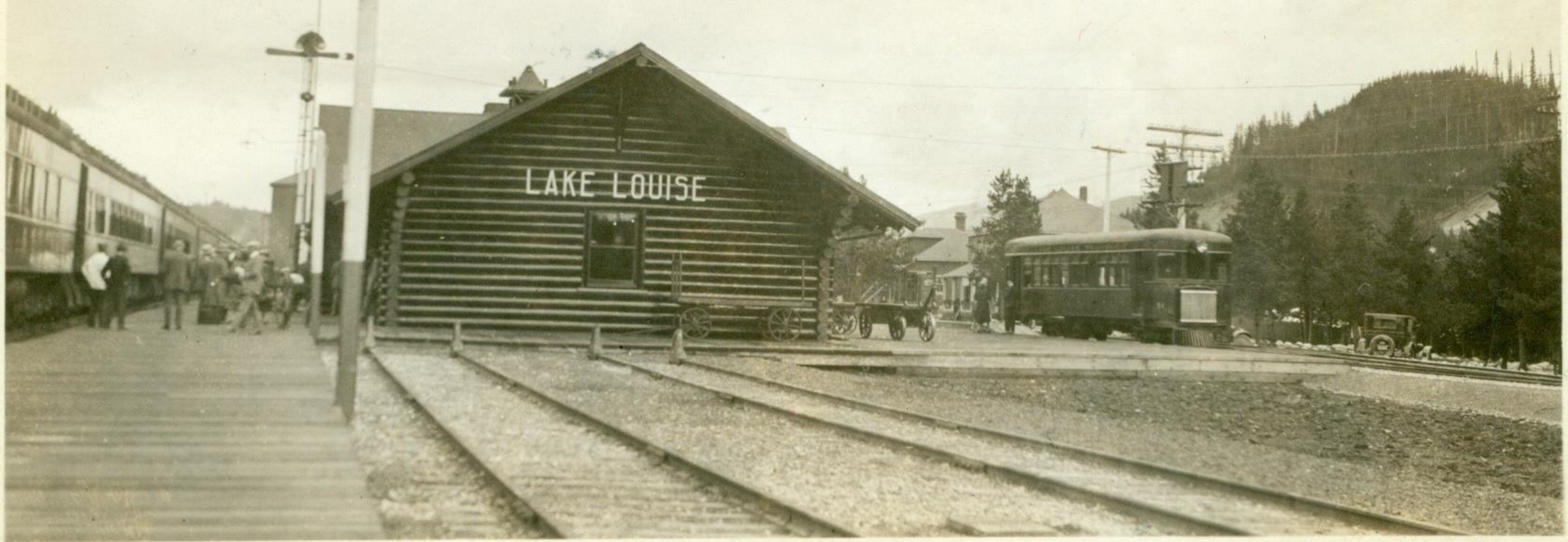
- The tram cars were operated and maintained by the railway as was the track.
- Maintenance & operating cost shared 50-50 by hotel & railway.



MISHAP IN JUNE 1926

- 'Down' car over ran the end of the siding and contacted the 'Up' car.





IN 1928 THE CARS MET ALL 5 TRAINS:
“THE TRANS-CANADA LIMITED” 7-8
“THE IMPERIAL” 1-2
“THE SOO-PACIFIC” 5-6
“THE MOUNTAINEER” 13-14
“VANCOUVER & TORONTO EXPRESS” 3-4



FINALLY EAST
WING OR
BARRETT WING
WAS COMPLETED
1928



THE HOTEL WOULD
NOT PAY ANY
PORTION OF THE
OPERATING COSTS.
ONCE BUILDING
WAS COMPLETED.

LINE WAS CLOSED
IN OCTOBER 1930.



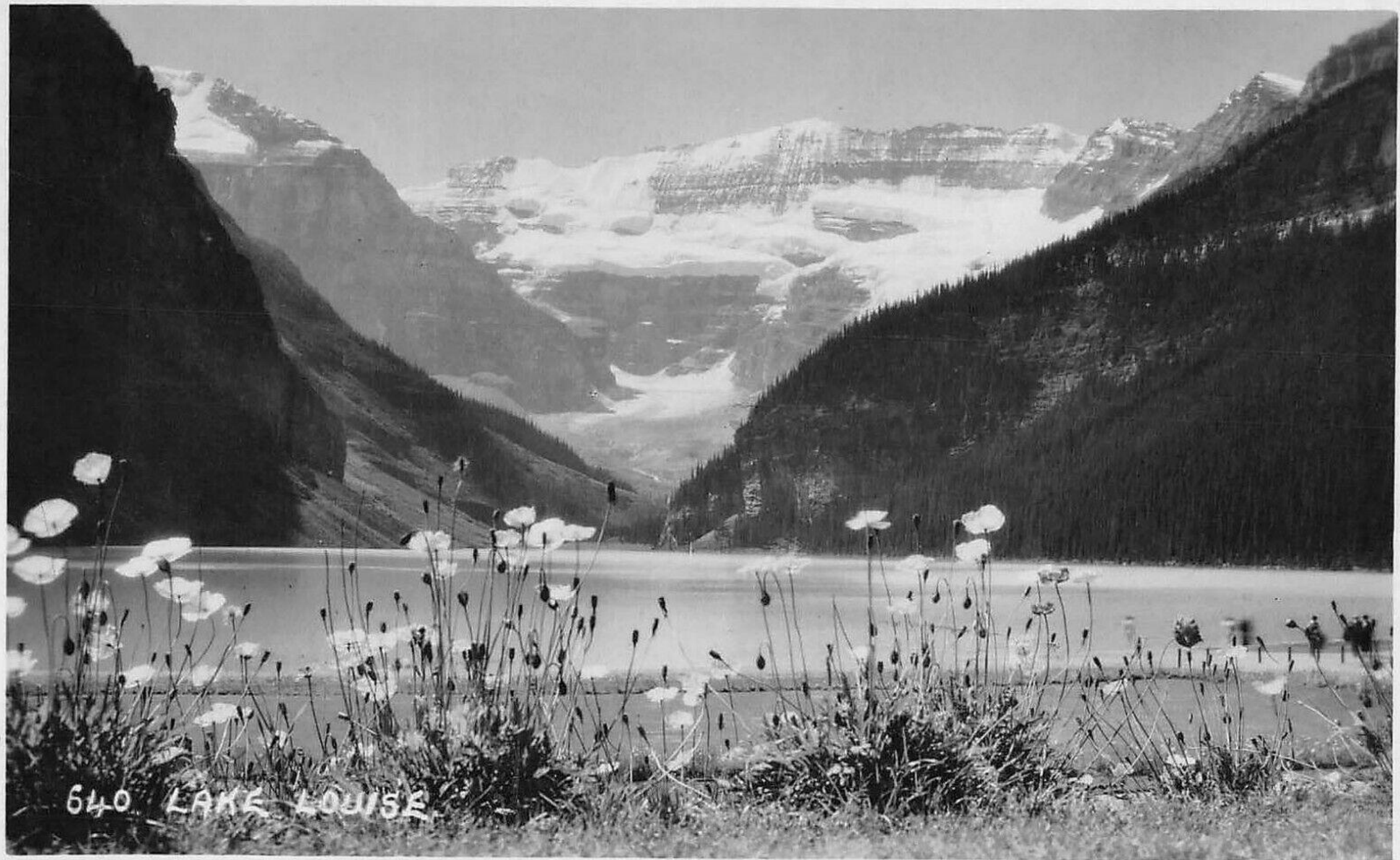
OPERATIONS CEASE
OCTOBER 1930.
CARS ARE SCRAPPED AT
OGDEN IN 1931

- Busses operated by Brewster Transport begin to transport passengers to the Chateau in May 1931.
- The motormen went to work for the Calgary Street Railway.
- Today the right of way is a walking trail.









640 LAKE LOUISE