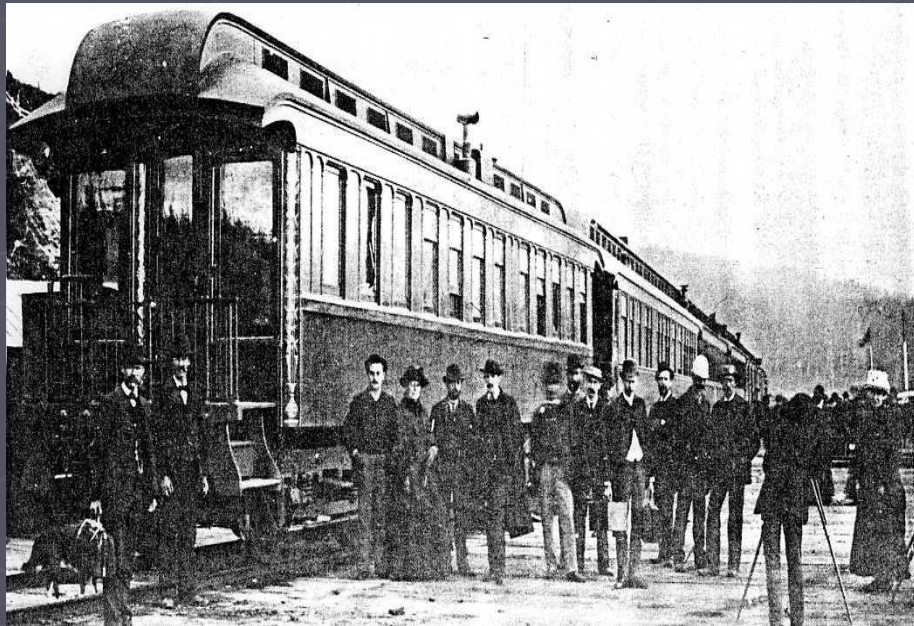


# Canadian Pacific Wood Passenger Car Rolling Stock in The West

**by Douglas R. Phillips – Calgary**

# CANADIAN PACIFIC RAILWAY.

- ▶ The First 32 Years - the wood construction car era on the CPR-1881-1913:
- ▶ The story covers the first 40 years of passenger car rolling stock on the Canadian Pacific Railway.



# The Dominion Government Era in Manitoba 1878 – 1881(1878)

- ▶ The first regular operation of the Pembina Branch was entrusted to a contractor Joseph Upper & Company, and trains began to operate St. Boniface (Winnipeg) to Emerson, connecting with services to St. Paul, Chicago and Eastern Canada on 5 December 1878.
- ▶ When the first through passenger train into St. Boniface, Manitoba arrived from Emerson, the train consisted of a first class coach, which came from the St. Paul and Pacific Railway.
- ▶ Train consisted of: one engine, one day coach, flat cars and two conductor vans.

# The Dominion Government Era in Manitoba 1878 – 1881(1878)

- ▶ At the end of November 1878.
- ▶ The Federal Government acquired three (3) passenger cars; One (1) mail and express car and,
- ▶ Two (2) first class coaches.
- ▶ But, these had not arrived before the first scheduled passenger mixed train operates on December 05, 1878.

# The Dominion Government Era in Manitoba 1878 – 1881(1879)

- ▶ The following year 1879 in July/August;
- ▶ The Government acquired two (2) additional passenger cars, both combination cars;
- ▶ The 1<sup>st</sup> - a baggage, mail and smoking car,
- ▶ The 2<sup>nd</sup> - a mail and smoking car, as mail service had begun between Emerson and St Boniface (Winnipeg) on January 09, 1879 to points in eastern Canada via the USA.

# First mail by rail into Winnipeg January 09, 1879.

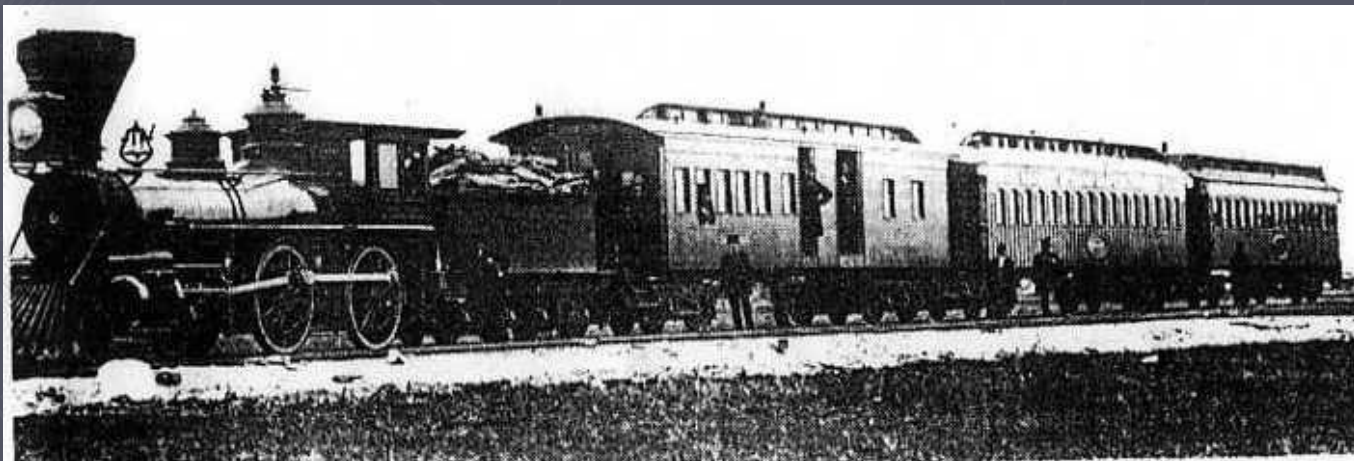


# The Dominion Government Era in Manitoba 1878 – 1881(1879)

- ▶ There is no complete record on the car numbers or builder information for these government coaches, but it is known all five were acquired second hand.
- ▶ One source indicates the government contractors in August 1879 had obtained a total of ten (10) locomotives, two (2) 'First Class' coach cars, two (2) smoking cars, 21 box cars and 148 platform cars and a number of conductor vans.

# The Dominion Government Era in Manitoba - 1879

- ▶ First 'conventional' passenger train on the Pembina Branch operates August 1879.
- ▶ No '2' - 'Joseph Whitehead' No 2 – engine;  
No '1' - Baggage, Mail and Coach;  
No '1' - 'First Class' coach and  
No '3' - 'First Class' coach.



# The Dominion Government Era in Manitoba 1878 – 1881 (1880)

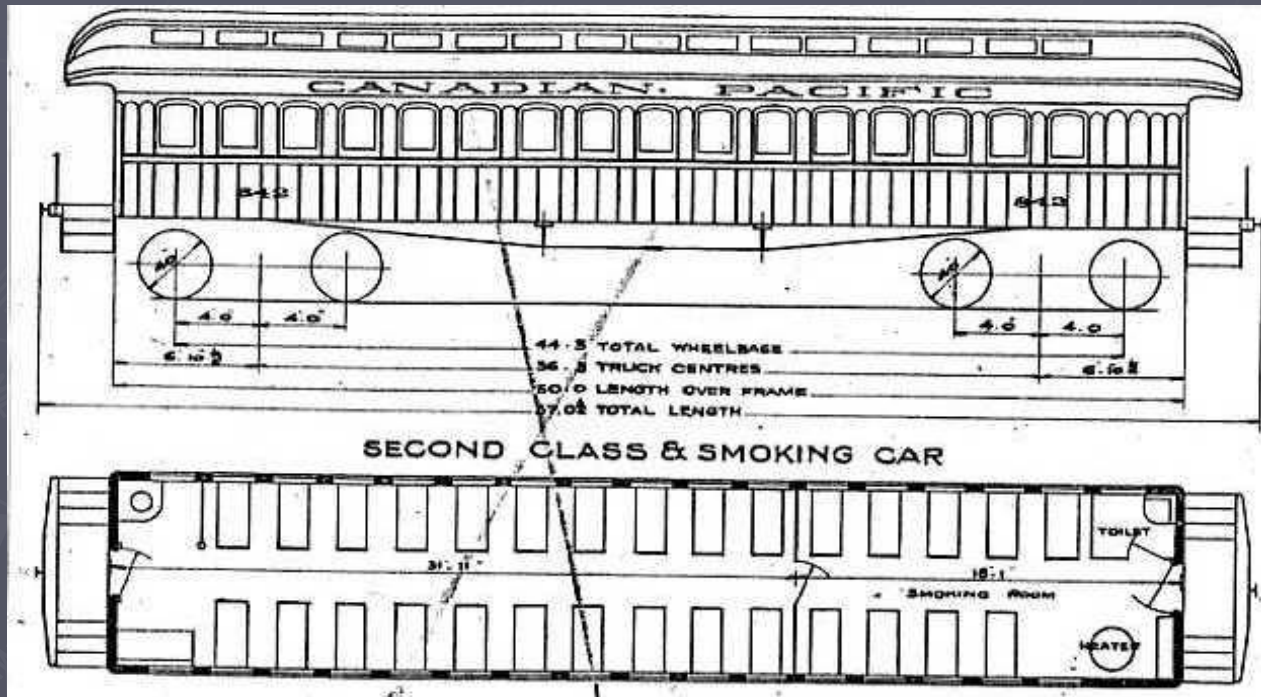
- ▶ Just a year after starting operation, on February 10, 1880, the government discontinues the Upper contract and begins to operate the Pembina Branch under its own government railway administration, for which the name 'Canadian Pacific Railway' (note the absence of the word "company") was chosen.

# The Dominion Government Era in Manitoba 1880 – 1881 (1880)

- ▶ On March 15, 1880
- ▶ Sanford Fleming, Chief Engineer of the Government lines ordered four (4) 'First Class' coaches and one (1) Official car from James Crossen of the Cobourg Car Works. These five cars were completed 1<sup>st</sup> June 1880 and delivered to Winnipeg via US lines.
- ▶ The contract embraced all necessary labour, machinery and other plant materials, articles and things necessary for the construction and completion of four (4) 'First Class' passenger cars, to carry 64 passengers each, and one Official car; all to be constructed and finished in accordance with the specifications and designs, and having the 'Westinghouse Automatic Air-Brake' attached. Total cost was \$25,500.00 on Government contract 65.

# The Dominion Government Era in Manitoba - 1880

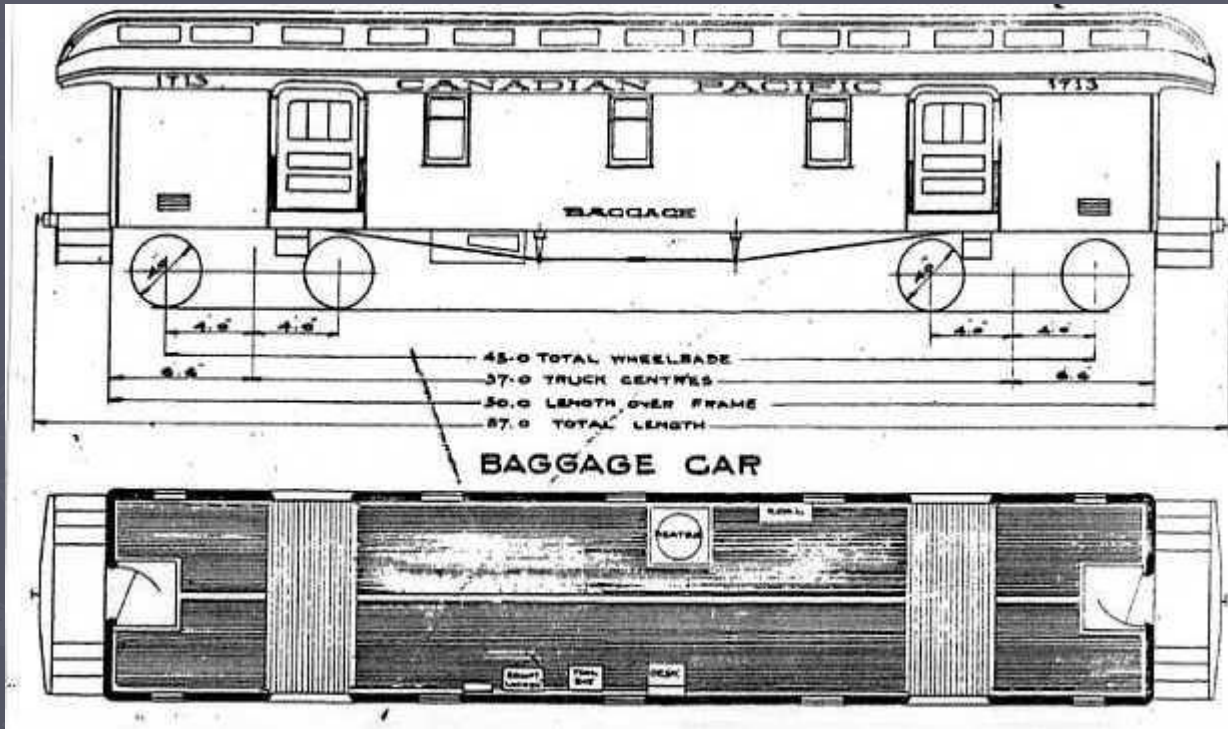
- Four coaches delivered from Crossen 1880.



# The Dominion Government Era in Manitoba 1880-1.

- ▶ Shortly after, two (2) baggage cars were ordered from the Ontario Car Co. in London, Ont. and arrive in late August 1880.
- ▶ Government Total Now:
- ▶ 7 - new cars built in 1880.
- ▶ 5 - 2<sup>nd</sup> hand cars acquired 1878 & 1879.
- ▶ For a total of 12 passenger cars available in 1881.

# The Dominion Government era in Manitoba - 1880



# The Dominion Government Era in Manitoba 1880 – 1881 (1880)

- ▶ Sanford Fleming resigns from Government in 1880 to act as a consultant to the CPR and Collingwood Schreiber becomes chief engineer in charge of government operations. Fleming becomes a Director of the CPR.
- ▶ Under Government ownership the rolling stock was lettered "CANADIAN PACIFIC RAILWAY" and retained their original numbers until the 'Company' set up its own system of numbering cars, believed to have been at the end of 1881 or early in 1882.

North-West Territories  
Manitoba

10. "Winnipeg Branch" and main line west from "Victoria Jc." to Portage la Prairie laid during 1880:  
30/6/80- To "Victoria Jc."  
30/9/80- To Mile 45½.  
31/12/80- To about Mile 97.

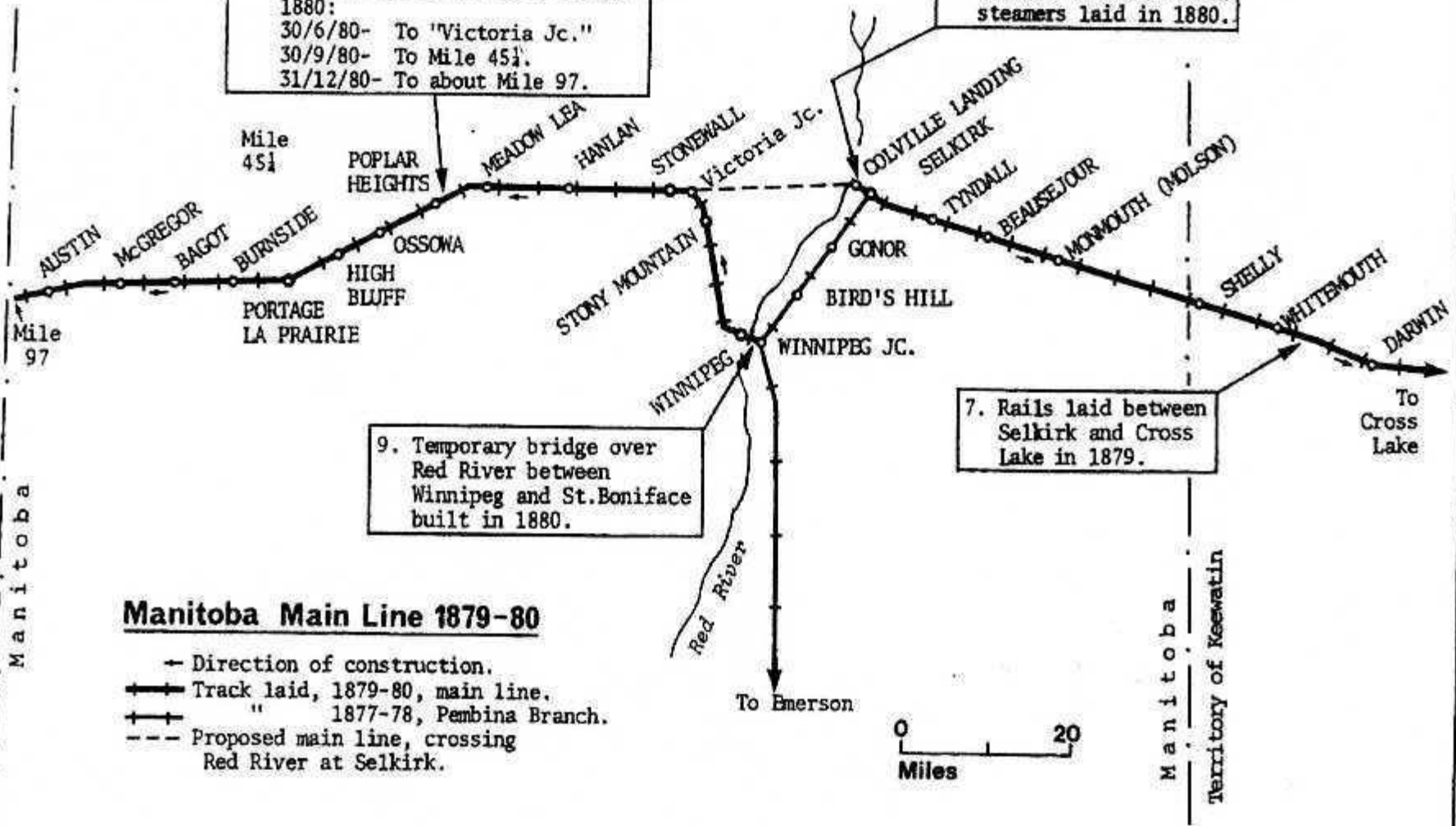
8. Branch from Selkirk to Colville Landing to connect with Red River steamers laid in 1880.

9. Temporary bridge over Red River between Winnipeg and St. Boniface built in 1880.

7. Rails laid between Selkirk and Cross Lake in 1879.

### Manitoba Main Line 1879-80

- Direction of construction.
- +— Track laid, 1879-80, main line.
- +— " 1877-78, Pembina Branch.
- - - Proposed main line, crossing Red River at Selkirk.



Manitoba  
Territory of Keewatin

# The Dominion Government Era in Manitoba (1881)

- ▶ On April 08, 1881 it is known that the Dominion Government possessed 12 passenger cars in Manitoba.
- ▶ Canadian Pacific Railway 'Company' assumes operations on April 09, 1881.
- ▶ The new Canadian Pacific Railway Company will acquire six (6) cars and the Government will retain six (6) for use by the contractors on the same day, April 09, 1881.
- ▶ May 01, 1881 – First Public timetable and schedule for the CPR is published.

# CPR Wood Passenger Car Rolling Stock in the West – April 09, 1881

- ▶ So, the CPR roster begins in Manitoba with six (6) passenger cars of which three (3) were 'First Class' day coaches, and three (3) were baggage cars.
- ▶ One (1) box car used as a baggage car also appears at about this time with little known history or background.

# CPR Wood Passenger Car Rolling Stock in the West

- ▶ Winnipeg – First Mechanical Superintendent:
- ▶ February 1881 to December 1886\* - F.C. Butterfield.
  
- ▶ Montreal – Second Mechanical Superintendent:
- ▶ March 1882 to June 1883 - Kennet W. Blackwell.
- ▶ Montreal – Third Mechanical Superintendent.
- ▶ July 1883 to July 1889 - Francis Robert Fontain Brown.
  
- ▶ (much like a Division Mechanical Superintendent)
  
- ▶ First new CPR locomotives – Portland engines Nos. 1 to 6 arrived in the west August and September 1881.

# CPR Wood Passenger Car Rolling Stock in the West - 1881

- ▶ July 1881.
- ▶ The CPR acquires Grand Trunk Railway car No '23' and the car becomes CPR 'Official Car' No '1' and will remain as such until it is converted to 'Pay Car' No '1' in 1884.
- ▶ November 1881.
- ▶ One second hand 'First Class' coach No '15' is ordered west in November (former Old Colony RR coach).
- ▶ December 31, 1881.
- ▶ Canadian Pacific has nine (9) passenger cars in service on the Western Division.

# The Classification of Passenger cars on Canadian Pacific

▶ Two Major Classes:

▶ FRONT END CARS & REAR END CARS

# The Classification of Passenger cars on Canadian Pacific

## ▶ FRONT END CARS (includes all HEAD END CARS)

- ▶ Through baggage car
- ▶ Through baggage and express
- ▶ Express refrigerators
- ▶ Fruit express car
- ▶ Horse express
- ▶ Mail car
- ▶ **Mail & express**
- ▶ **Baggage and express**
- ▶ Baggage and sleepers
- ▶ Baggage and smoker
- ▶ Baggage and passenger
- ▶ Second class (no smoking room)
- ▶ Second class (with smoking room)
- ▶ First class (no smoking room)
- ▶ **First class (with smoking room)**
- ▶ First class smokers
- ▶ Suburban cars
- ▶ Colonist Sleeping cars
- ▶ Tourist Sleeping cars
- ▶ Special cars

# The Classification of Passenger cars on Canadian Pacific

- ▶ **REAR END CARS**
- ▶ **Parlor car**
- ▶ Buffet-observation-parlor
- ▶ Café-parlor car
- ▶ Café-observation-parlor
- ▶ Open observation
- ▶ Dining car
- ▶ **Standard sleeping cars**
- ▶ Compartment sleeping cars
- ▶ Buffet-club-compartment-sleepers
- ▶ Overnight-compartment-sleepers
- ▶ Observation sleeping cars
- ▶ Lounge cars
- ▶ **Private cars**



# The Classification of Passenger cars on Canadian Pacific

- ▶ Canadian Pacific Railway used this system for sleeping cars
- ▶ COLONIST Sleeping Cars
- ▶ TOURIST Sleeping Cars
- ▶ STANDARD Sleeping Cars
  
- ▶ Generic – 12-1 + Standard Sleeper
- ▶ PULLMAN Sleeper (PC)

# The Classification of Passenger cars on Canadian Pacific

- ▶ **System for Coaches**
- ▶ 'First Class' Coaches
- ▶ 'Second Class' Coaches

# CPR Wood Passenger Car Rolling Stock in the West - 1882

- ▶ The railway ordered new cars, purchased second hand cars, and transferred cars from the east. A few of the cars transferred were pre-confederation.
- ▶ January 1, 1882 Van Horne takes over job of General Manager at Winnipeg.

# Exterior Finish to 'New' Passenger Cars

- | <b>▶ <u>FRONT END CARS</u></b> | <b>-</b> | <b><u>REAR END CARS</u></b> |
|--------------------------------|----------|-----------------------------|
| <b>▶ 1881-1885</b>             |          |                             |
| <b>▶ painted</b>               |          | <b>painted</b>              |
| <b>▶ 1885-1901</b>             |          |                             |
| <b>▶ varnished cherry</b>      |          | <b>varnished mahogany</b>   |
| <b>▶ 1901-1916</b>             |          |                             |
| <b>▶ varnished mahogany</b>    |          | <b>varnished mahogany</b>   |
| <b>▶ 1916-1968</b>             |          |                             |
| <b>▶ painted Tuscan</b>        |          | <b>painted Tuscan</b>       |

# Exterior Finish to 2<sup>nd</sup> hand Passenger Cars

- ▶ PAIN T COLOURS
- ▶ 1881-1889
- ▶ Ochre yellow or dark yellow – 2<sup>nd</sup> hand cars.



# CPR Wood Passenger Car Rolling Stock in the West - Notes

- ▶ Colour – There is inconclusive evidence the painted cars were in yellow ochre, but was perhaps dark yellowish in colour. Most of these cars show dark in B&W photos.
- ▶ Contemporary – yellow or a deep golden brown. (used only the first 5-6 years 1881-1887).

# Coach No 3

Built in the 1860's





# CPR Wood Passenger Car Rolling Stock in the West - Notes

- ▶ Canadian car builders were mostly building freight cars at that time so CPR turned to the US and got its first new cars from builders such as Harland & Hollingsworth of Wilmington, Delaware. These first production cars served as a basis for the next 10 years.  
In 1882 much equipment comes from nine (9) builders, seven (7) in the US.
- ▶ Crossen output usually two (2) cars month.
- ▶ US builders 10-15 cars per month.

# Wood Passenger Car Exteriors

- ▶ Exterior of most wood passenger cars at this time was Whitewood, presumably clear white pine or poplar sheathing. Siding was mostly board and batten.
- ▶ These exteriors lasted 50-60, even 70 years with proper service.
- ▶ Usually this consisted of high quality exterior finish of seven varnish coats, with sanding between each coat. Usually took up to 30 days to finish.
- ▶ Fresh varnish was applied about every nine months. Every 5-6 years all the varnish was burned off and cars redone.

# Wood Passenger Car Exteriors

- ▶ CPR did not use the popular oval picture-frame moldings, called 'name panels' that were placed in the center of the body panel.
- ▶ Originally, side panels were invariably done in batten-board style.
- ▶ The vertical batten-board was favoured through the 1880's to be replaced by the tongue-and-groove siding as the final standard for siding.
- ▶ With batten-board the panels were 12 to 15 inches wide; narrow strips covered each joint. But even with a carefully built body frame, it was difficult to lay on a perfectly smooth side panel.
- ▶ By the 1890's narrow tongue-and groove boards, 1 ½ to 2 inches wide, came to favour. One edge was beaded with a V-shaped chamfer. The boards were glued and blind-nailed to the car frame. On most cars they were always made of yellow poplar, a clear, close grained wood that offered a smooth surface for painting.

# Exterior Finish to Passenger Cars on the CPR

- ▶ 1883-1900
- ▶ **Varnished Cherry wood** – new front end cars.
- ▶ **Varnished Mahogany** – new rear end cars.



A Y .





# Exterior Finish to Passenger Cars

- ▶ 1890-1900
- ▶ 2<sup>nd</sup> hand cars were painted Cherry colour or Mahogany colour - then Varnished.



# CPR Wood Passenger Car Rolling Stock in the West - 1882

- ▶ May 1882.  
Three sleeping cars built by Barney & Smith are delivered to CPR for the Western Division. These are the first sleepers 'purchased' by the CPR.
- ▶ Exteriors are painted.

# CPR Wood Passenger Car Rolling Stock in the West - 1882

- ▶ June 1882.
- ▶ The official car METEPEDIA (i) is delivered to Eastern Division at Montreal, assigned to Donald Smith-director and George Stephen-president.
- ▶ Ordered in January 1882, the car is built by the Ohio Falls Co. and the exterior is of natural wood varnished.
- ▶ This is the first car delivered to the CPR in natural wood mahogany finish. (the myth has always been the first was a B&S car).

# CPR Wood Passenger Car Rolling Stock in the West - 1882

- ▶ June 19, 1882.
- ▶ The line Winnipeg, Man. to Fort William and Prince Arthur's Landing, Ont. is opened.
- ▶ The first scheduled passenger train is a mixed train with a box car used as a baggage car and one (1) 'First Class' day coach.
- ▶ The train leaves from Prince Arthur's Landing on July 07, 1882.



First Train from Prince Arthur's Landing to Winnipeg, Friday  
July 7th, 1882. Photographed by J. F. Cooke,  
Prince Arthur's Landing

# CPR Wood Passenger Car Rolling Stock in the West - 1882

- ▶ By the end of 1882.
- ▶ With the addition of 38 more cars, the CPR had 51 passenger cars on the 'Western Division'.
- ▶ October 1882
- ▶ Van Horne puts T. Shaughnessy in charge of purchasing.
- ▶ 47 new cars were purchased from nine (9) builders in 1882, all with painted exteriors.

# CPR Wood Passenger Car Rolling Stock in the West - 1883

- ▶ Spring 1883.
- ▶ CPR completes Hochelaga Shops in Montreal for the manufacture of locomotives and passenger cars. It is known as 'New Shops' located on DeLoimier Ave.

# CPR Wood Passenger Car Rolling Stock in the West - 1883

- ▶ May 1883.
- ▶ The official car SASKATCHEWAN (i) is delivered to CPR. Built by B&S the car is of natural wood vanished. Car was ordered January 1883. It is assigned to Van Horne – General Manager.

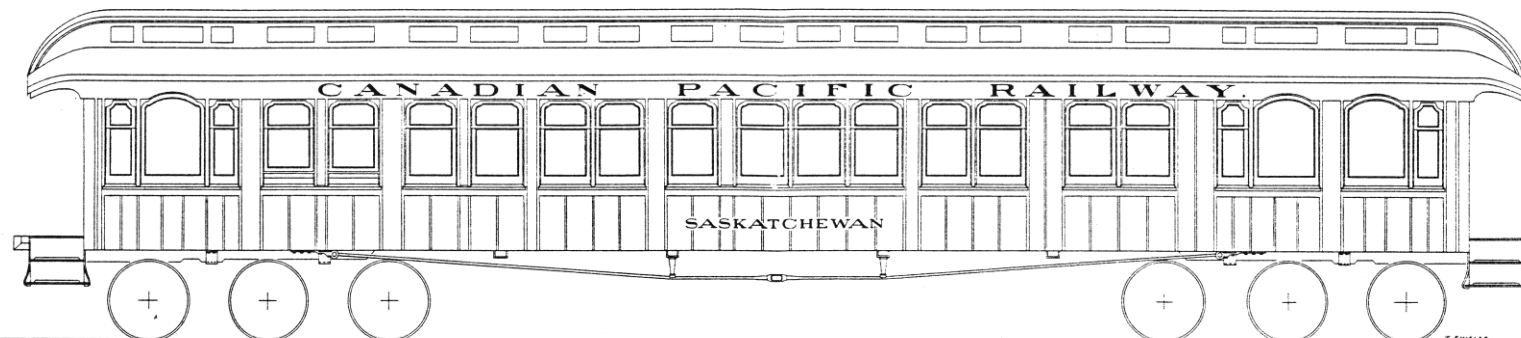


# 'Saskatchewan' 1897 at Montreal



MUSEE McCORD MUSEUM

# SASKATCHEWAN



*Elevation view of "Saskatchewan" as it likely appeared when new in 1883. Note the large windows at the ends, and also the board-and-batten sides.  
Drawing by James Shields.*



# CPR Wood Passenger Car Rolling Stock in the West - 1883

- ▶ May 1883.
- ▶ The four (4) sleeping cars delivered in this month to the Western Division are painted on the exterior.
- ▶ June 1883.
- ▶ Mechanical Superintendent Kennet Blackwell resigns and Francis RF Brown assumes position.

# CPR Wood Passenger Car Rolling Stock in the West - 1883

- ▶ June 10, 1883.
- ▶ Winnipeg – Port Arthur sleeping car service begins with sleeping car 'KAMINISTIQUIA' in consist. Service is twice a week.
- ▶ October 1883.
- ▶ CPR builds and completes its first passenger car stock at the new Hochelaga Shops – Two (2) baggage cars are delivered at the end of October.

# CPR Wood Passenger Car Rolling Stock in the West - 1883

- ▶ October 1883.
- ▶ The first sleepers go into service between Winnipeg, Man. and Regina, NWT.
- ▶ December 7, 1883.
- ▶ Sleeping car service extended Winnipeg to Calgary, NWT. and Winnipeg – Port Arthur, Ont. Cars leave Winnipeg on Tuesdays. They return from Calgary on Saturdays and from Port Arthur on Thursdays.

# CPR Wood Passenger Car Rolling Stock in the West - 1883

- ▶ By the end of 1883
- ▶ With the addition of 32 cars CPR had some 83 passenger cars on the Western Division.
- ▶ Total number of cars on the system is 154.
- ▶ 61 new cars are purchased from six (6) builders in 1883.

# CPR Wood Passenger Car Rolling Stock in the West - 1884

- ▶ The first 'Emigrant' sleeping cars are delivered to the CPR May 1884.
- ▶ Central Pacific RR built the first 'Immigrant Cars' in 1878.
- ▶ 'Immigration' verses 'Emigration'.
- ▶ Later, in 1888 these cars in Canada are renamed 'Colonist' sleeping Cars.
- ▶ 1884 CPR will begin using mahogany natural wood varnished on primarily rear end cars. Other cars still used other woods.
- ▶ 1884-1890 – Hodge-podge of colours on car exteriors.
- ▶ By the end of 1884 with the addition of 18 cars, the CPR had 98-100 passenger cars on the Western Division.

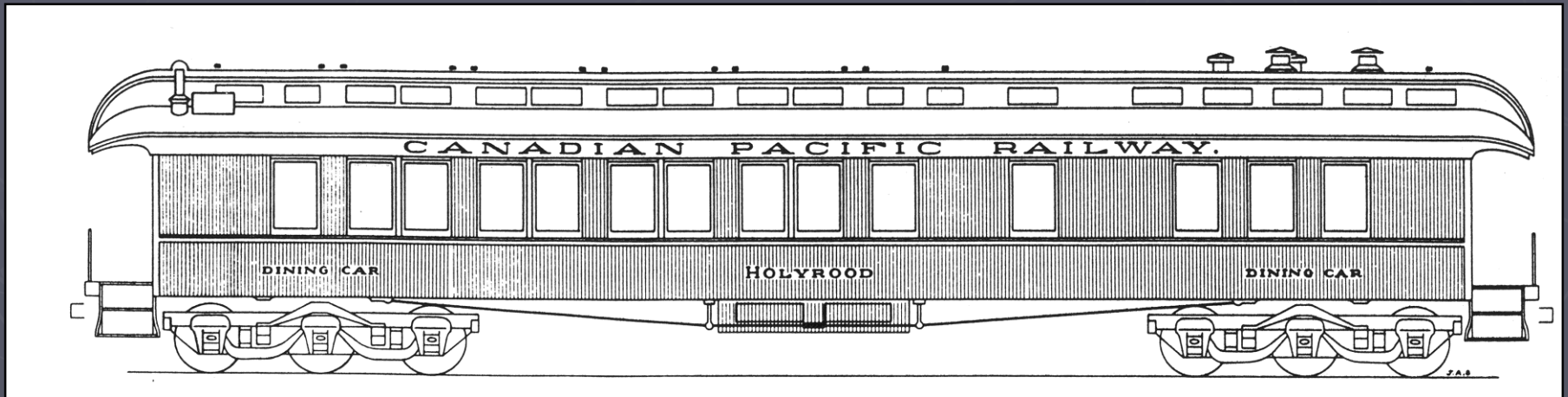
# CPR Wood Passenger Car Rolling Stock in the West - 1885

- ▶ No new 'Head End' cars are built in 1885.
- ▶ Eight – 'First Class' day coaches are built.
- ▶ Six (6) of these are of varnished mahogany exteriors;
- ▶ one (1) was of whitewood (painted) and
- ▶ one (1) was of varnished Cherry wood exterior.
- ▶ Until this order all front end cars built 1881, 1882, 1883 and 1884 were of whitewood with painted exteriors.

# CPR Wood Passenger Car Rolling Stock in the West - 1885

- ▶ May 16, 1885.
- ▶ 'Official Last Spike' driven on the Lake Head section.
  
- ▶ May 29, 1885.
- ▶ First through passenger train arrives at Winnipeg ex Montreal – a troop special.
- ▶ However, regular through service will not begin until the end of October.
  
- ▶ June 1885.
- ▶ CPR receives its first three (3) dining cars. Each with varnished natural mahogany exteriors.

# First Dining Cars



# CPR Wood Passenger Car Rolling Stock in the West - 1885

- ▶ July 22, 1885.
- ▶ Through passenger trains are running Winnipeg, Man. to Donald, BC.
- ▶ No additional cars are assigned to the Western Division until the line east of the Lake head is opened in the last days of October 1885.

# CPR Wood Passenger Car Rolling Stock in the West - 1885

- ▶ October 27, 1885.
- ▶ First regular through passenger train leaves Montreal, Que. for Winnipeg, Man.
- ▶ October 31, 1885.
- ▶ First regular through passenger train leaves Winnipeg for Montreal.
- ▶ November 2, 1885.
- ▶ The Montreal-Winnipeg trains Nos. 5/6 are named "Pacific Express" and "Atlantic Express".

# CPR Wood Passenger Car Rolling Stock in the West - Notes

- ▶ 1880's size of dining cars.....
- ▶ ..... were considered expensive, heavy, unprofitable, but necessary.
- ▶ The first dining cars are used in 100 – 200 mile sections supplemented with restaurants at Broadview, NWT, Moose Jaw, NWT and Calgary NWT. In the mountains permanent hotels are constructed at Field, Glacier and North Bend, BC and later one at Revelstoke.
- ▶ It was not until 1910 dining cars were used on through trains in the mountains. Operation was still with the same misgivings.
- ▶ Sleeping and dining cars purchased 1882-85 were off the shelf and were designed in house by the builder.



Glenbow Archives NA-2077-8



Glenbow Archives NC-53-86



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# The Dominion Government in B.C. 1881-1886

- ▶ Four (4) passenger cars were built at Yale BC:
  - ▶ One official car 'EVA' blt xx/1883,
  - ▶ One 'First Class' coach blt 12/1883,
  - ▶ One mail car, blt 06/1884 and
  - ▶ One baggage car blt 02/1885.
- ▶ Onderdonk's Master Car Builder (MCB) is unknown. It is possible a fifth car, a baggage-smoking car may have been built in 1885.

# The Dominion Government in B.C. 1881-1886

- ▶ March 01, 1884 – Saturday.
- ▶ Regular passenger train service begins east of Port Moody, BC east to 'End of Track' using a coach built in Onderdonk's shops at Yale BC. Mixed train service had begun January 24, 1884.
- ▶ July 03, 1884.
- ▶ Regular passenger train service starts Port Moody to Sawmill Flats, seven miles above Lytton BC in the Thompson River Canyon. (Gladwin, BC).
- ▶ September 20, 1884.
- ▶ Regular passenger train service Port Moody to Spences Bridge, with track extended 10 miles beyond.
- ▶ July 01, 1885.
- ▶ Through trains are running Port Moody to Kamloops, operated by contractor Andrew Onderdonk – Contractor for the Government.

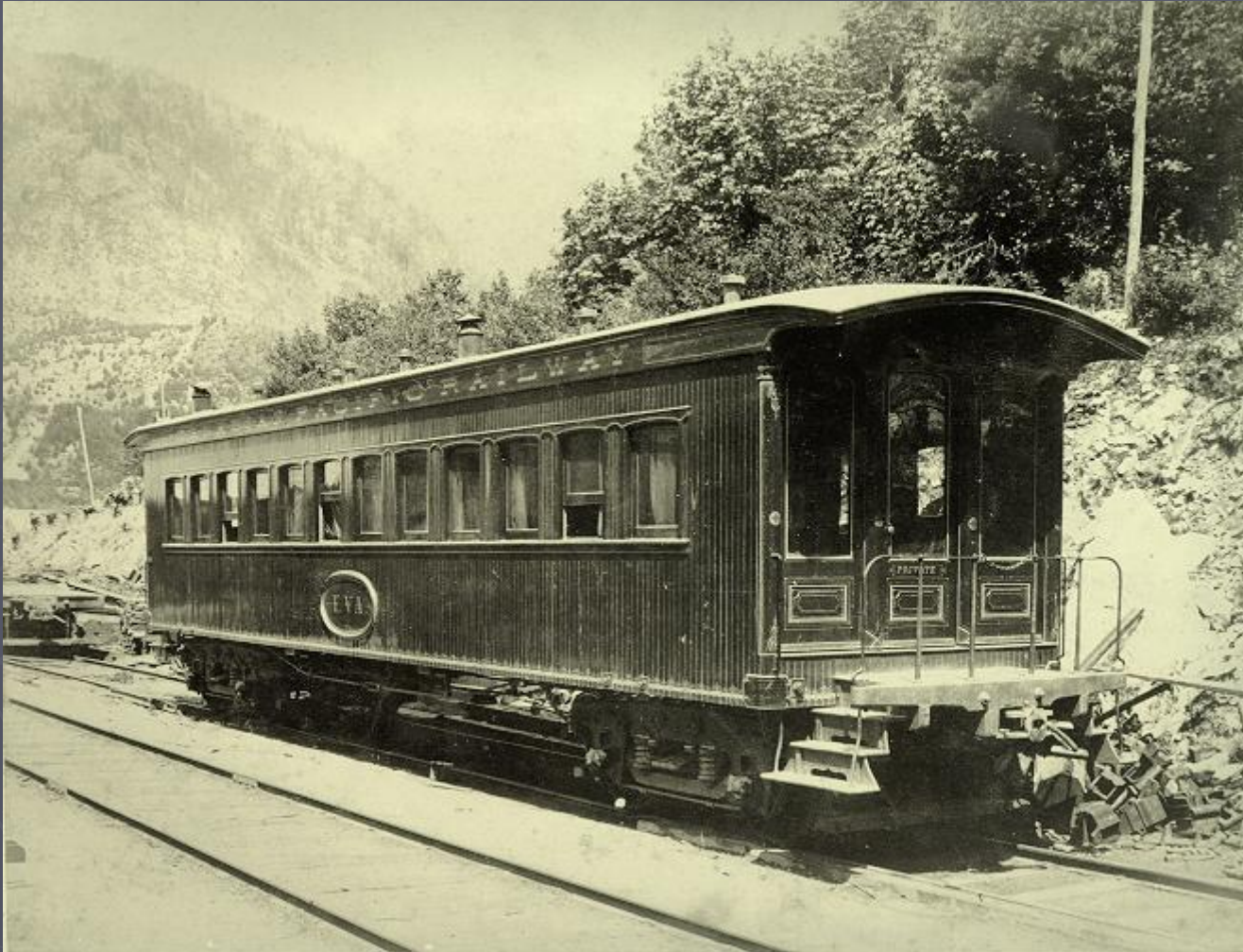
# The Dominion Government in B.C. 1881-1886



# The Dominion Government in B.C. 1881-1886



# Private Car EVA



# CPR Wood Passenger Car Rolling Stock in the West - 1886

- ▶ 1885 and 1886 no new 'Head End' cars are built.
- ▶ 1886 all new 'front end' cars after this date are built with cherry wood exteriors.
- ▶ June 28, 1886. Monday.
- ▶ First Trans-continental departs Montreal with ten (10) cars.
- ▶ July 04, 1886. Sunday.
- ▶ First Trans-continental arrives Port Moody, BC with six (6) cars.

# First 'Pacific Express' through Calgary, NWT, evening of Saturday, July 03, 1886.

- ▶ Train Number 1, The Pacific Express – Seven (7) cars.
- ▶ CPR xxx – 4-4-0 locomotive (Gleichen to Canmore)
- ▶ CPR 313 Baggage car
- ▶ CPR 319 Baggage, Mail & Express car
- ▶ CPR 190 'First Class' coach
- ▶ CPR 148 'Emigrant' sleeping car
- ▶ CPR HONOLULU Standard sleeping car
- ▶ CPR HOLYROOD Dining car (for North Bend)
- ▶ CPR SELKIRK Standard sleeping car (to Donald)

# Typical Transcontinental July 1886



1425

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1425 - PRAIRIE TRAIN CANADIAN PACIFIC R.R.

# End of Part 1

Next?



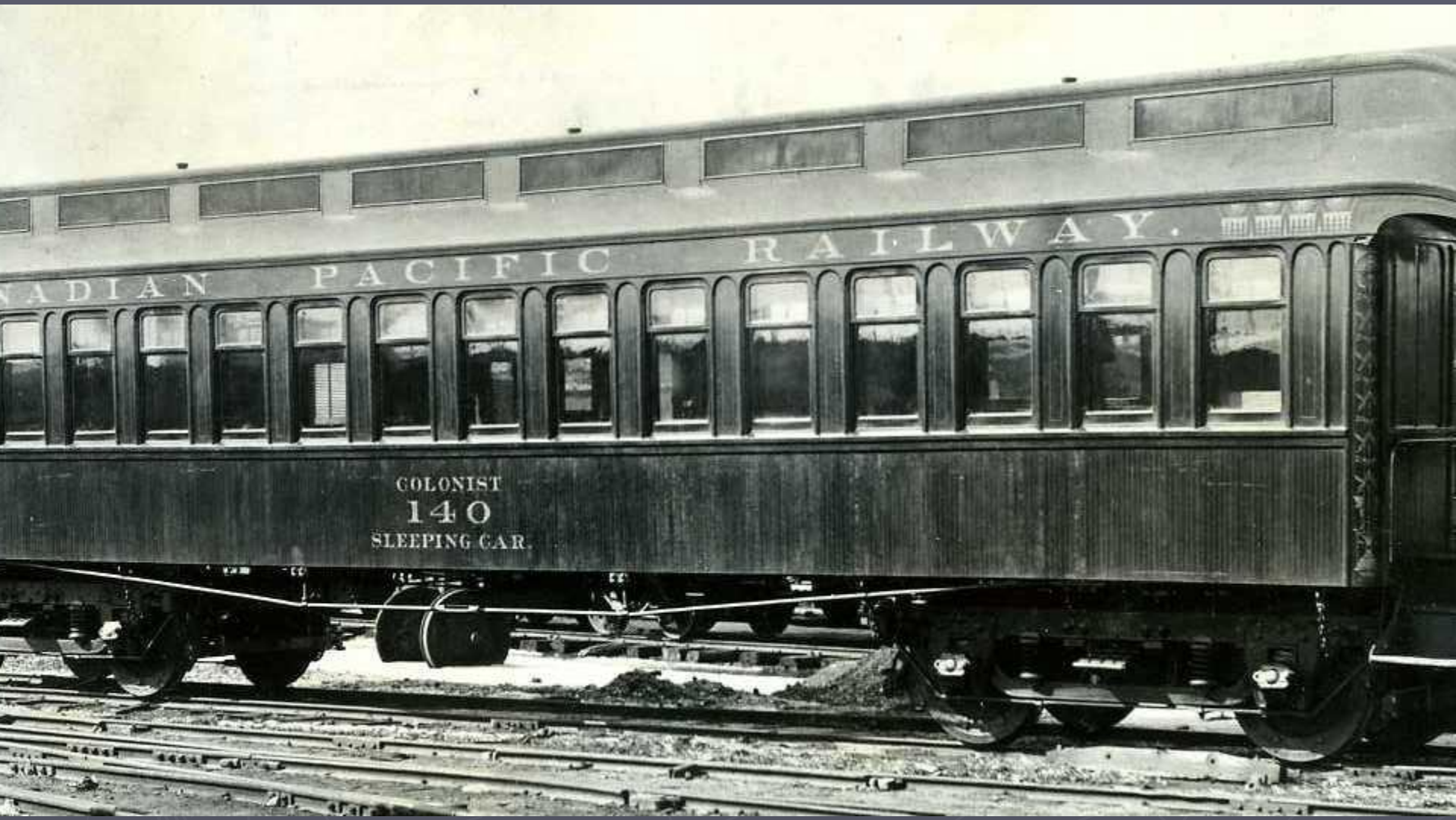
# Part II

1887 to 1916



# CPR Wood Passenger Car Rolling Stock -1888

- ▶ 1880's Baker hot water systems used for heating cars were quickly replaced by train steam heat for uniformity. CPR is one of the last roads to introduce steam heating.
- ▶ July 1888 J. Higgenson is now Master Car Builder 1<sup>st</sup> MCB.
- ▶ FRF. Brown retires shortly there after.
- ▶ By the fall of 1888 Canadian Pacific has changed the style of lettering on the letter boards.
- ▶ "RAILWAY" is dropped from the name on letter boards as is the ornamentation.
- ▶ The new style of lettering introduced is 'Railway Roman'.



# CPR Wood Passenger Car Rolling Stock -1888

- ▶ Flowered ornamentation is dropped.
- ▶ 'Emigrant' sleeping cars are re-titled 'Colonist' sleeping cars.
- ▶ November 01, 1888.
- ▶ Architect Edward Colonna begins working for Canadian Pacific. He is company architect until leaving in 1893. He came from Barney and Smith Car Works Co. and he will design the stations at Portage La Prairie, Brandon, Regina and Calgary built 1892-1893. He was hired to decorate the new Windsor station and also did the interior of Van Horne's home in Montreal.

# CPR Wood Passenger Car Rolling Stock -1889

- ▶ Until 1889 the railway did not do any of its interior designing for passenger cars. This was left to the builders who had their own designers and which made submissions and recommendations to the railway managers. Rear end cars such as Standard sleeping cars were and had been off the shelf designs by builders such as B&S and Cobourg, etc.
- ▶ E.g. Barney & Smith Berths 6' 2"  
Pullman Co. Berths 6' 0"
- ▶ 1889
- ▶ Additional mechanical facilities were provided at the Hochelaga Shops.

# CPR Wood Passenger Car Rolling Stock -1890

- ▶ June 1890 – First 'TOURIST' Sleeping cars are built for CPR. Tourist Sleeping cars rapidly became popular after introduction.
- ▶ 1890's automatic coupling (MCB straight face coupler) – Miller Hook replaced.
- ▶ 1890's flush toilets added to replace hoppers.
- ▶ Hot and cold water added – pressure systems operated from train air.
- ▶ 1890's CPR became very concerned about appearance, which brought about solid mahogany and graining.

# CPR Wood Passenger Car Rolling Stock - 1890

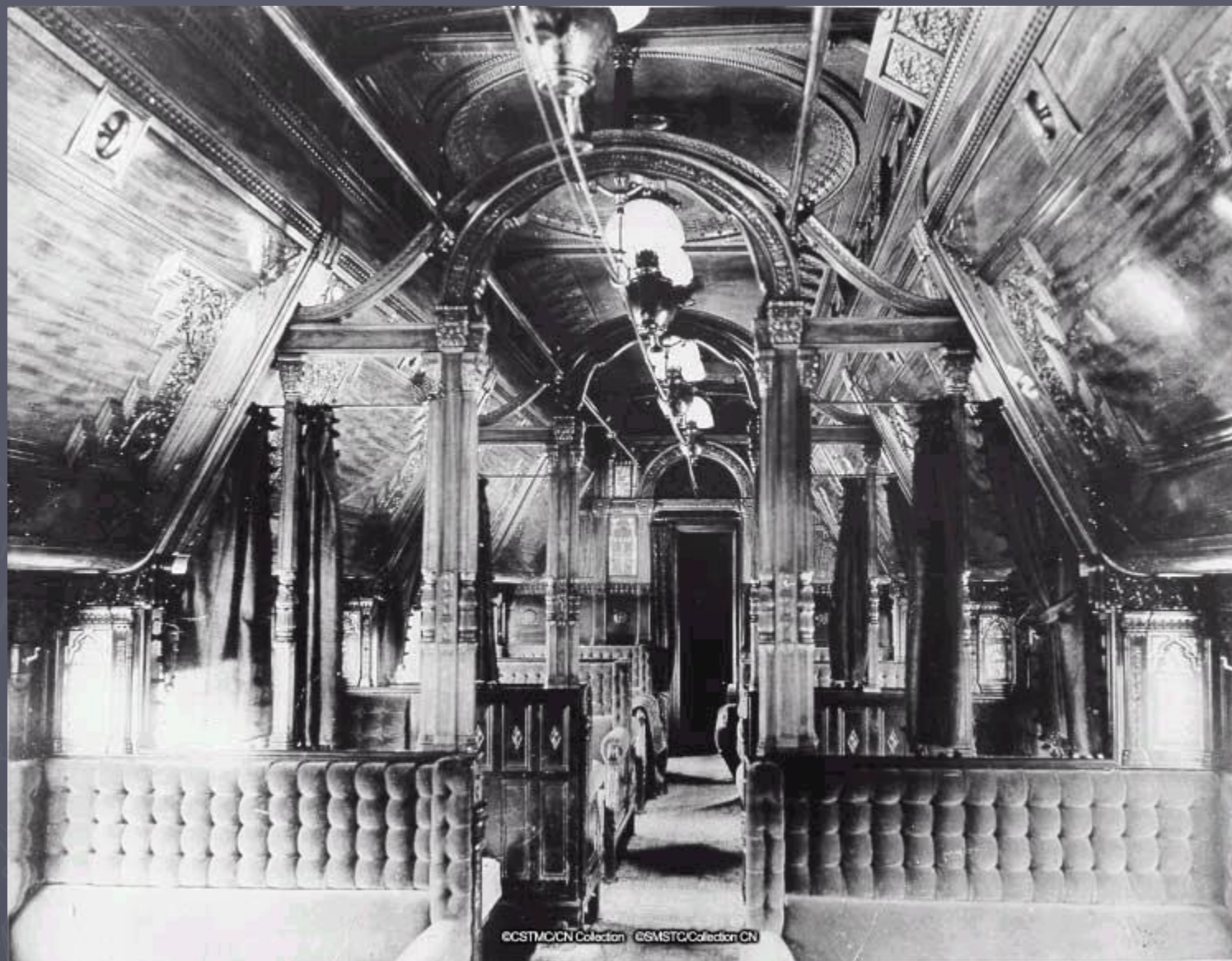
- ▶ New sleeping cars are delivered with archways in the interiors.
- ▶ Myth – ‘Van Horne designs and requests these archways’.
- ▶ Truth is – On the “Big Hill” sleeping cars at the rear of passenger trains while being pushed were found to have the sides bulging and berths would not open or close properly. Engineers designed a set of rods to reinforce the cars covered by the archways.
- ▶ Initially Van Horne objected to these archways until the reason was explained to him.



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2401-C. P. R. SLEEPING CAR

W. M. BERMAN & SON, PHOTO., MONTREAL



# CPR Wood Passenger Car Rolling Stock - 1892

- ▶ 1892 – Barr vestibules added to 'some' CPR cars. Known as narrow vestibules.



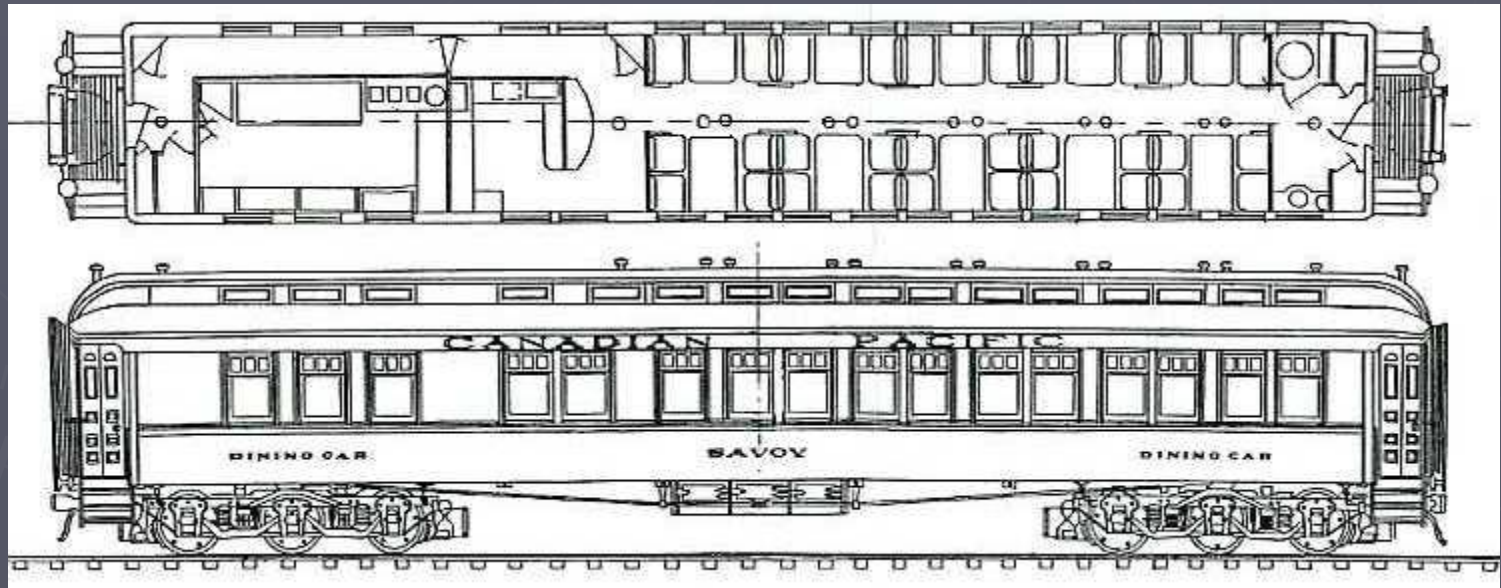
# CPR Wood Passenger Car Rolling Stock - 1892

- ▶ CPR builds its first standard sleeping cars in its own shops at Hochelaga, Montreal.
- ▶ The WAPELLA and ASHCROFT (iii).

# CPR Wood Passenger Car Rolling Stock - 1893

- ▶ 1893.
- ▶ Special train of five (5) cars built for Columbian Exposition in Chicago.
- ▶ Edward Colonna – interior designer.
  
- ▶ Beveled glass is added to transom windows placed in the dining car SAVOY. The prism effect adds rainbow colours to the car interior.
  
- ▶ 1893 mid - A deep recession sets in.
  
- ▶ 1893.
- ▶ The last year CPR will purchase passenger cars from the Crossen Works of Cobourg, Ont.
- ▶ The last year 'COLONIST' sleeping cars are built until 1905 (end of 1<sup>st</sup> generation of this type of car)

# Dining Car SAVOY 1893





Dining car SAVOY re-built 1902  
the narrow vestibules are removed.  
Photo taken between 1912 and 1917



# 1893

**CHICAGO.**

**THE WORLDS FAIR**  
AND THE  
**WEST NORTH-WEST.**  
AND SOUTH.  
REACHED QUICKLY,  
COMFORTABLY  
& CHEAPLY.  
BY THE  
**CANADIAN PACIFIC RAILWAY**

**IF YOU ARE GOING TO THE WORLDS FAIR**  
SEE THAT  
YOUR TICKET READS  
BY THE  
**CANADIAN PACIFIC RAILWAY**

**3 3**

**SOLID VESTIBULED TRAINS**  
By THE  
**CANADIAN PACIFIC RAILWAY**

**SOLID VESTIBULED TRAINS**  
By THE  
**CANADIAN PACIFIC RAILWAY**

**CHICAGO FLYER**  
LEAVES TORONTO,  
**7.20 AM** DAILY

**DAISY EXPRESS**  
LEAVES TORONTO,  
DAILY EXCEPT SUNDAY,  
**2.50 P.M.**

**COLUMBIA EXPRESS**  
LEAVES TORONTO  
DAILY EXCEPT SUNDAY,  
**7.20 P.M.**

TORONTO TICKET OFFICE 1 KING ST. EAST.

# CPR Wood Passenger Car Rolling Stock - 1895

- ▶ William Apps now Master Car Builder on the CPR. Higgenson has retired due to health.
- ▶ Under W. Apps, wood cars with board and batten exteriors will receive tongue and groove wood work below the belt rail.
- ▶ Electricity is trialed and came as a standard by the turn of the century.

# CPR Wood Passenger Car Rolling Stock - 1895

- ▶ CPR begins to add 'Pullman' wide vestibules to passenger cars – Five (5) years after Pullman patented the feature.
- ▶ All new CPR passenger cars now feature fully-enclosed (Pullman) vestibules, steel platform framing and high speed air-brakes.

# CPR Wood Passenger Car Rolling Stock - 1897

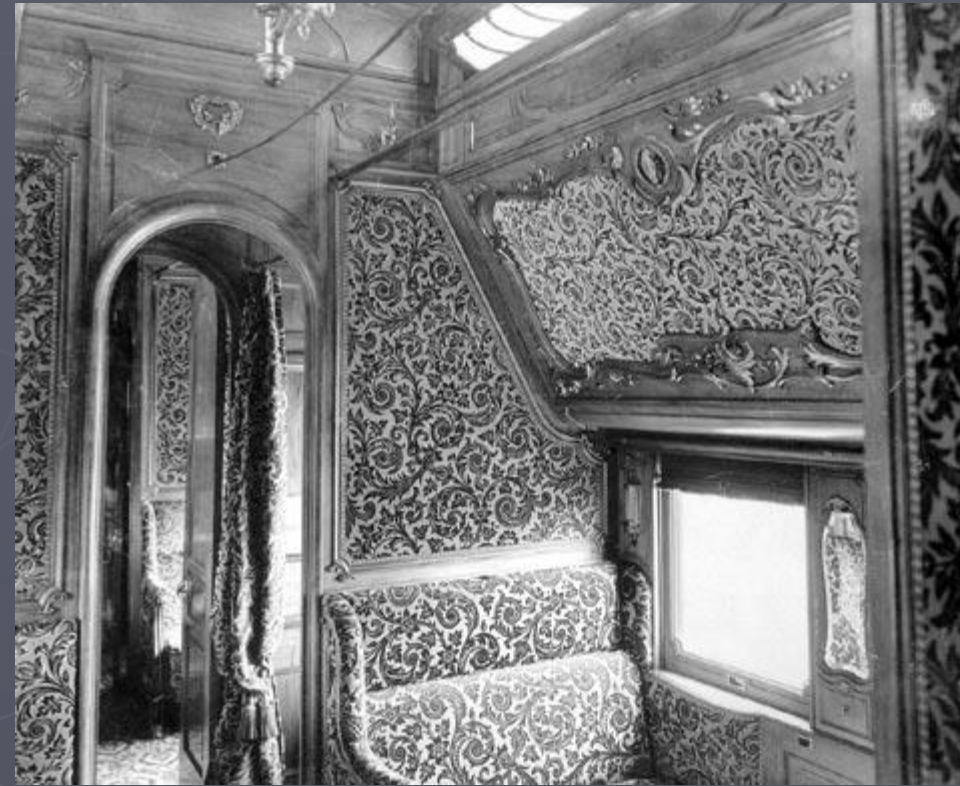
- ▶ By 1897 standard lettering on front end cars in particular the head-end type are back to 'CANADIAN PACIFIC RAILWAY'.
- ▶ Lettering on 'Tourist' sleeping cars in 1897 as with rear end cars are without 'RAILWAY'.

# CPR Wood Passenger Car Rolling Stock - 1898

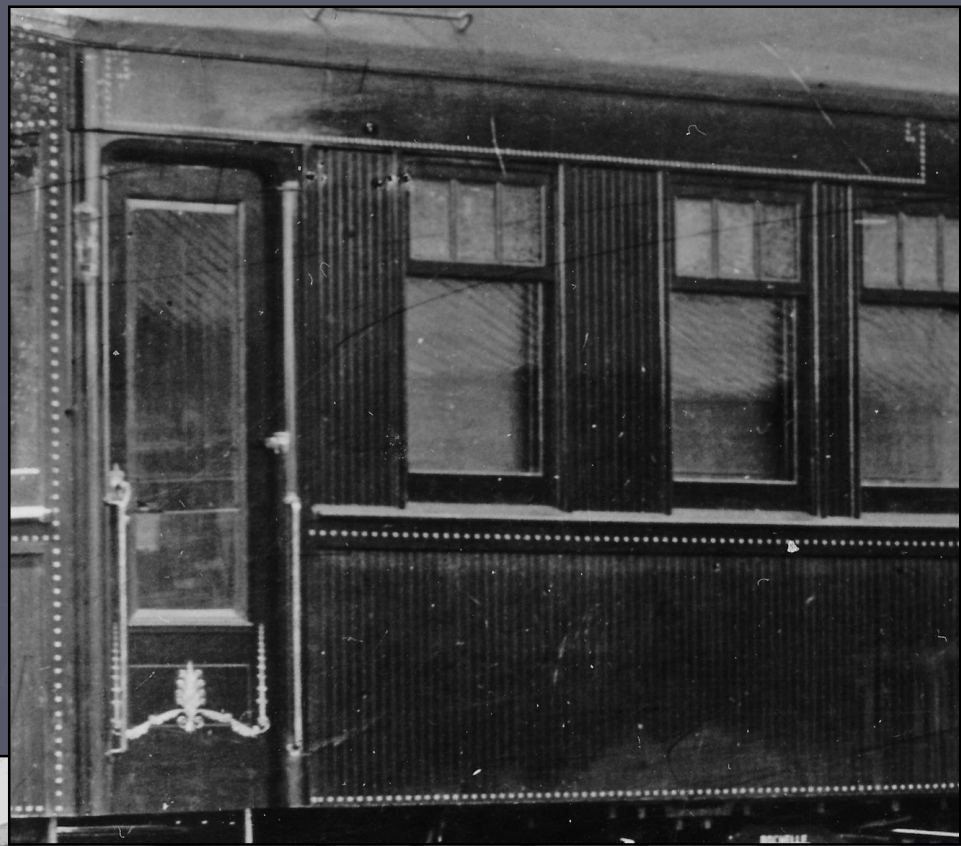
- ▶ William Apps adopts the prism transom windows to passenger cars which sets the standard for the Canadian Pacific 'style' for the next 15 years.
- ▶ Revamps head end cars with no open end platforms.
- ▶ The 'French' sleeping cars are built – French interior designer – Theodore Jongers of the firm 'Irene & Co. of Paris, France.



# The 'French' Cars – Louis XV style 8 built by William Apps



Sleeping car  
ROCHELLE



# CPR Wood Passenger Car Rolling Stock - 1899

- ▶ June 12, 1899.
- ▶ Sir William Van Horne retires as CPR president and took position as chairman. Thomas G. Shaughnessy elected as president of railway.
  
- ▶ June 18, 1899.
- ▶ The "Imperial Limited" is inaugurated daily between Montreal and Vancouver for summer months June/July/August only.
  
- ▶ June 19, 1899.
- ▶ First passenger train passes through Fernie and Cranbrook on the Medicine Hat-Lethbridge-Kootenay BC run.
  
- ▶ August 1899.
- ▶ CPR introduces two fast passenger trains between Ottawa and Montreal with all new cars in competition with Canada Atlantic Rly.

# First Run of 'Imperial Limited' June 18, 1899.

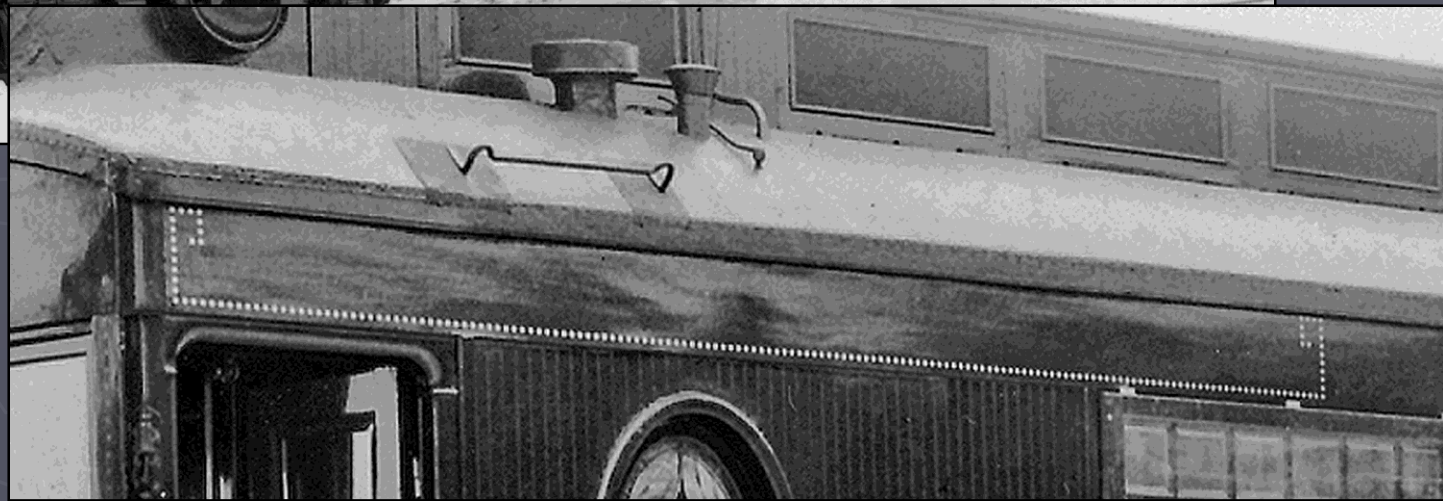
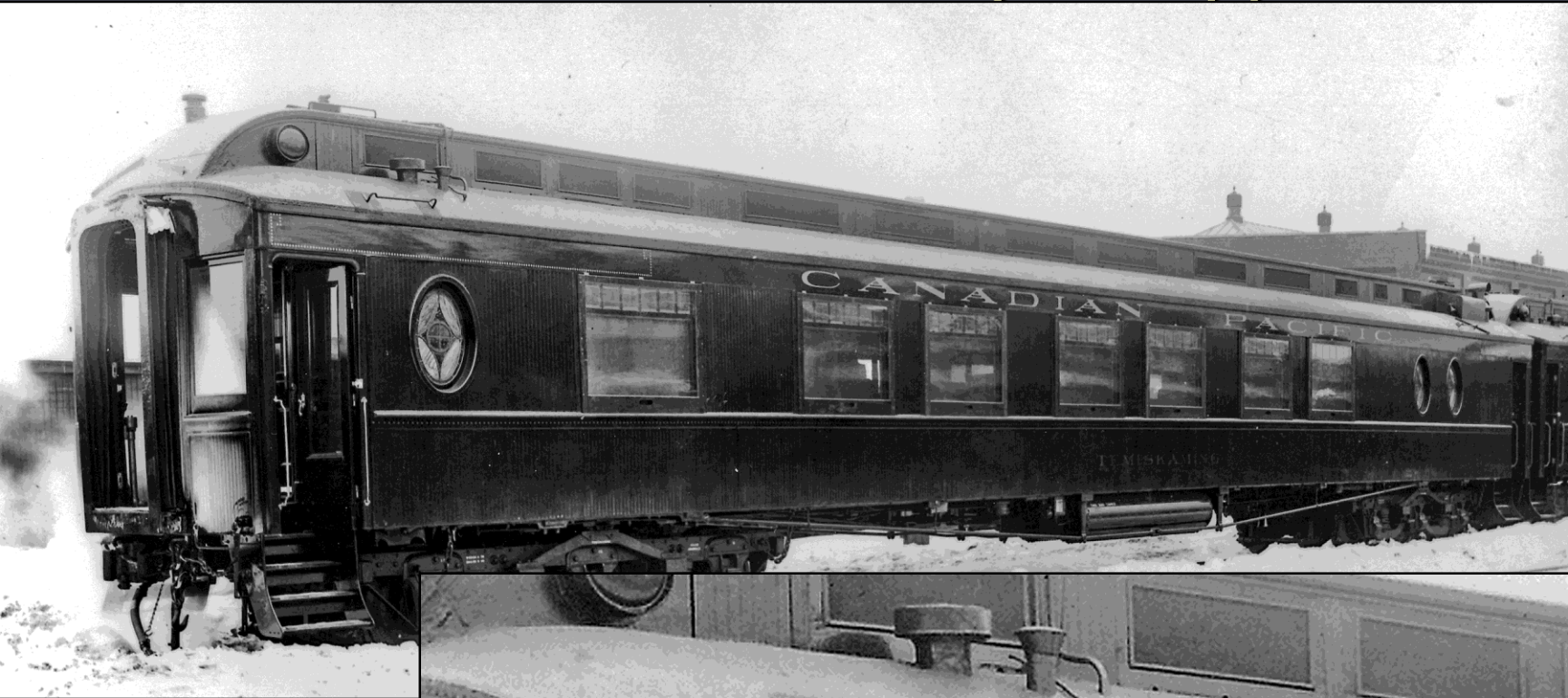




# Montreal-Ottawa Express August 1899



# New Style of Ornamentation Parlor car built by W. Apps



# CPR Wood Passenger Car Rolling Stock - 1900

- ▶ All new front end cars now have exteriors of varnished natural mahogany. No more use of cherry wood on new cars.  
The natural wood varnished is still the standard.
- ▶ 1900-1910 there were no basic improvements. Cars were still of wood, but there was more iron and steel reinforcement being used making cars heavier – but airier inside.

# Exterior Finish to Passenger Cars

- ▶ 1900-1914
- ▶ All new cars varnished natural Mahogany.
- ▶ Sometimes there are different shades of Mahogany: light colours verses dark colours.
- ▶ All 2<sup>nd</sup> hand cars are now painted dark Mahogany, then varnished.



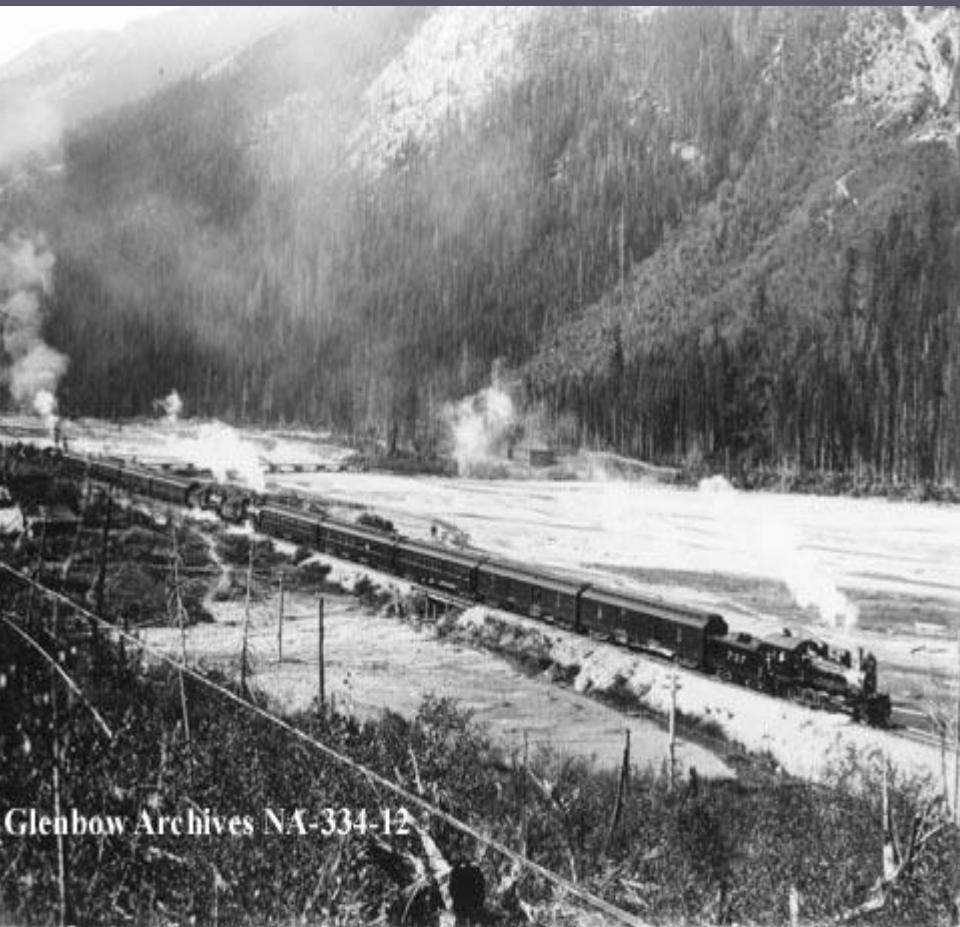


CANADIA

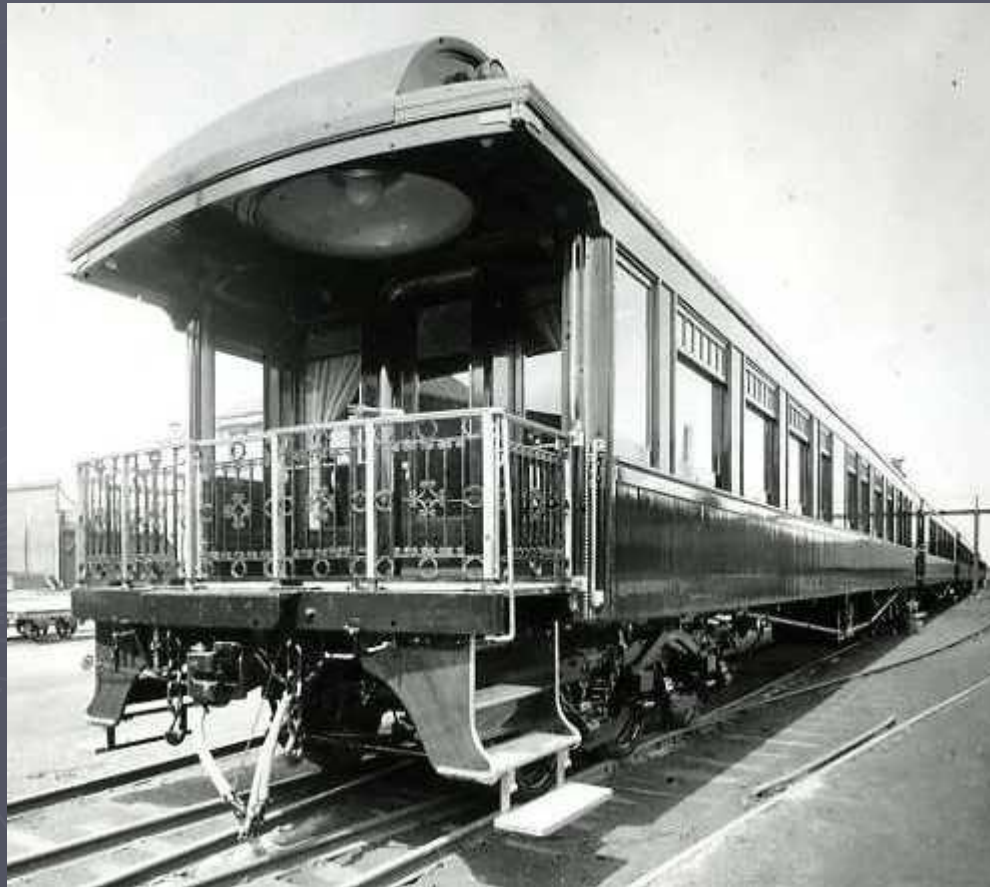
# CPR Wood Passenger Car Rolling Stock - 1901

- ▶ Royal Train is built – First major project for Fowler Train operates in two (2) sections in the west. Four (4) sections at times in east.
- ▶ Nine (9) car train, plus an 11 car pilot train. All cars are finished in natural mahogany including the head end cars.
- ▶ CORNWALL, YORK and CANADA are built specifically for this train as are the baggage cars of which two are designed to transport carriages.

# 1901 'Pilot Train' & 'Royal Train'



# 1901 Royal Train



# CPR Wood Passenger Car Rolling Stock - 1902

- ▶ W. Fowler is the new Master Car Builder (MCB). Fowler continues with standardizing the CPR style to passenger cars.

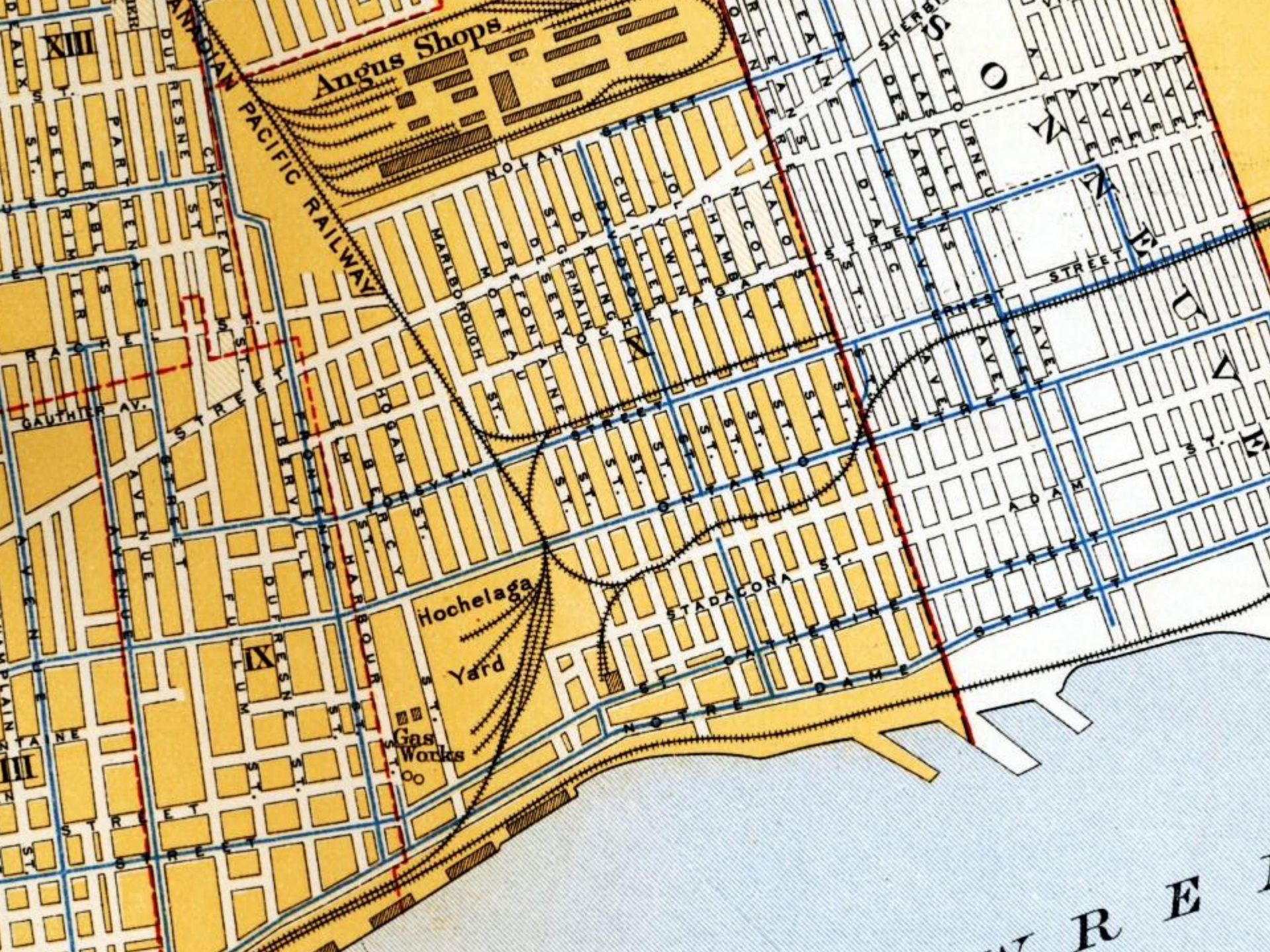
# CPR Wood Passenger Car Rolling Stock - 1902

- ▶ A 20 hp gas powered 14 seat car built to use between Banff and Laggan (Lake Louise).
- ▶ This car is later scrapped in 1908.



# CPR Wood Passenger Car Rolling Stock - 1904

- ▶ 1904.
- ▶ CPR opens the new Angus Shops in Montreal.
- ▶ Angus shops is mainly used for the maintenance of locomotives, passenger and freight cars. 1000 passenger cars were maintained annually at the passenger car shops and in addition there was a capacity for an output of 10 new passenger cars per month.



Angus Shops

CANADIAN PACIFIC RAILWAY

Hochelaga Yard

Gas Works

XIII

IX

III

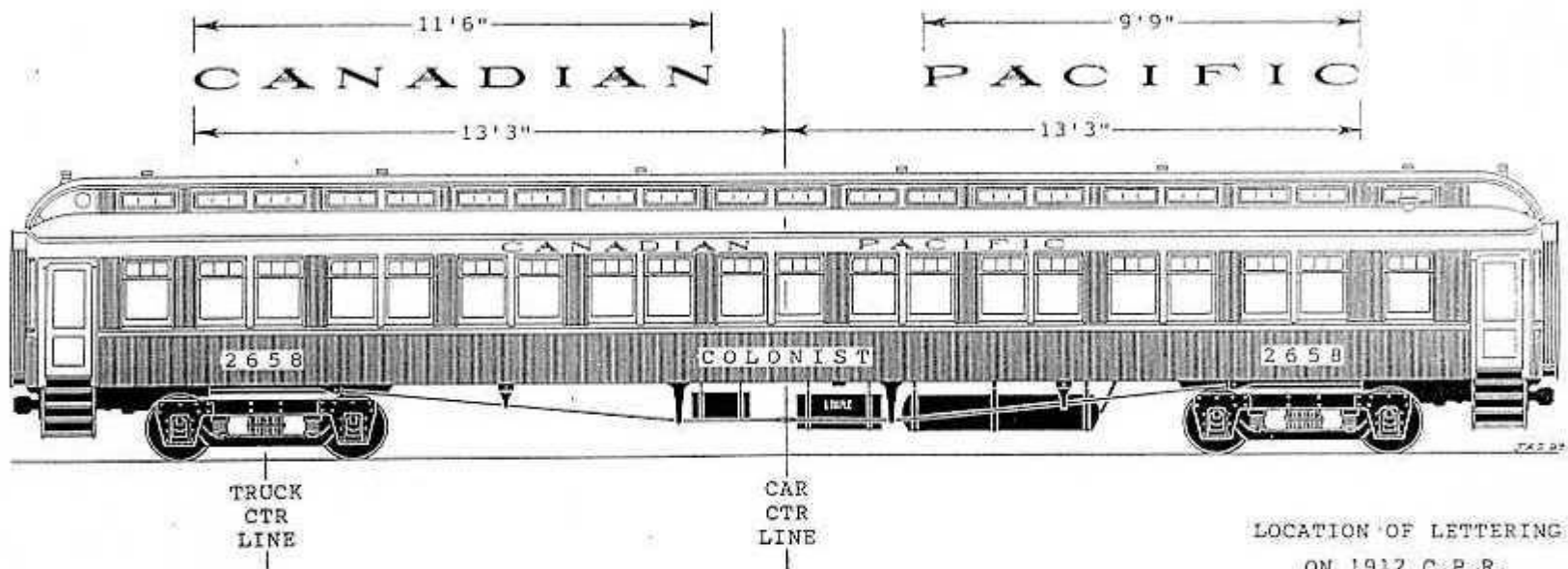
MONTREAL

# CPR Wood Passenger Car Rolling Stock - 1904

- ▶ In 1904.
- ▶ The word 'RAILWAY' is no longer displayed on new head-end cars.
- ▶ All cars front to rear will now use the standard 'CANADIAN PACIFIC' on the letter board.
- ▶ First 'COLONIST' sleeping cars are built since 1893

# Lettering used 1904 to 1914

Note: The elevation drawing is of a 65' suburban coach, not a 67' colonist car, but the location and spacing of 'Canadian' and 'Pacific' is the same for both.



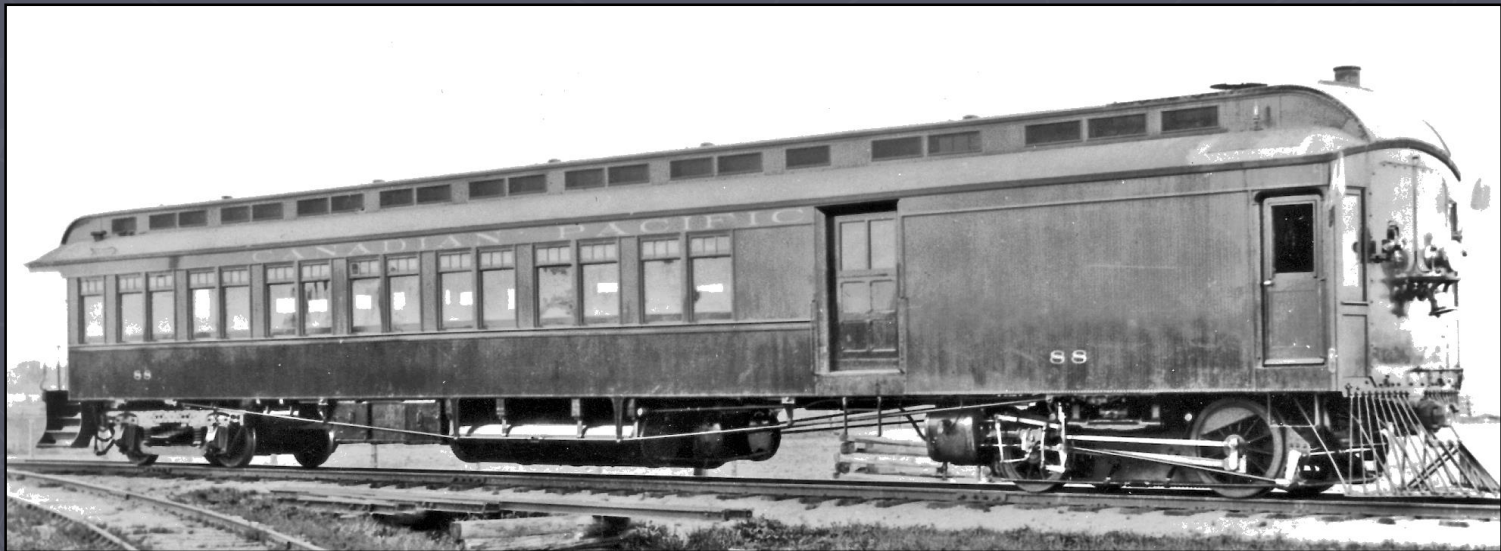
Note: '2658' and 'colonist' were positioned midway between the bottom of the belt rail apron and the bottom edge of the side. 'Canadian Pacific' was positioned midway between the bottom edge of the lower deck eave molding and the bottom edge of the letterboard face.

# Split 'A' Lettering Style 1903-1912 "The Fowler Stencil"

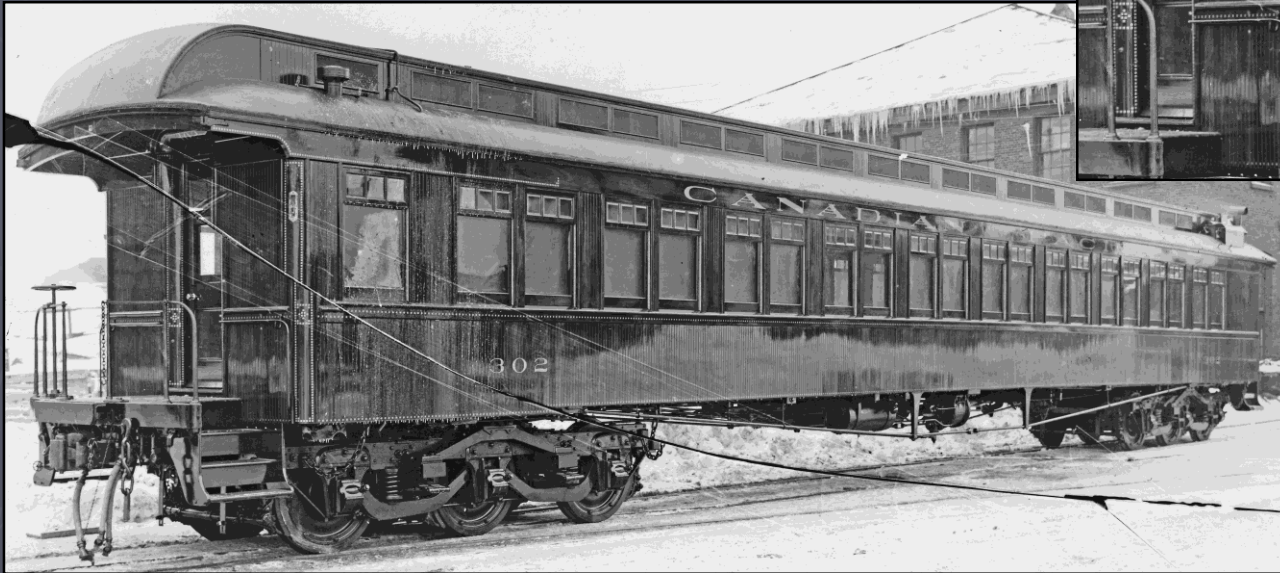


# 1906

- ▶ A steam motor built – proved not economic – probably because departments could not agree where to be serviced.



The last passenger cars are built at CPR's Hochelaga shops and are delivered in July 1906 – 28 suburban coaches.



# Observation cars of 1906



# CPR Wood Passenger Car Rolling Stock - 1908

- ▶ Fowler stops placing beveled glass in transom windows in 'Head-end' cars.



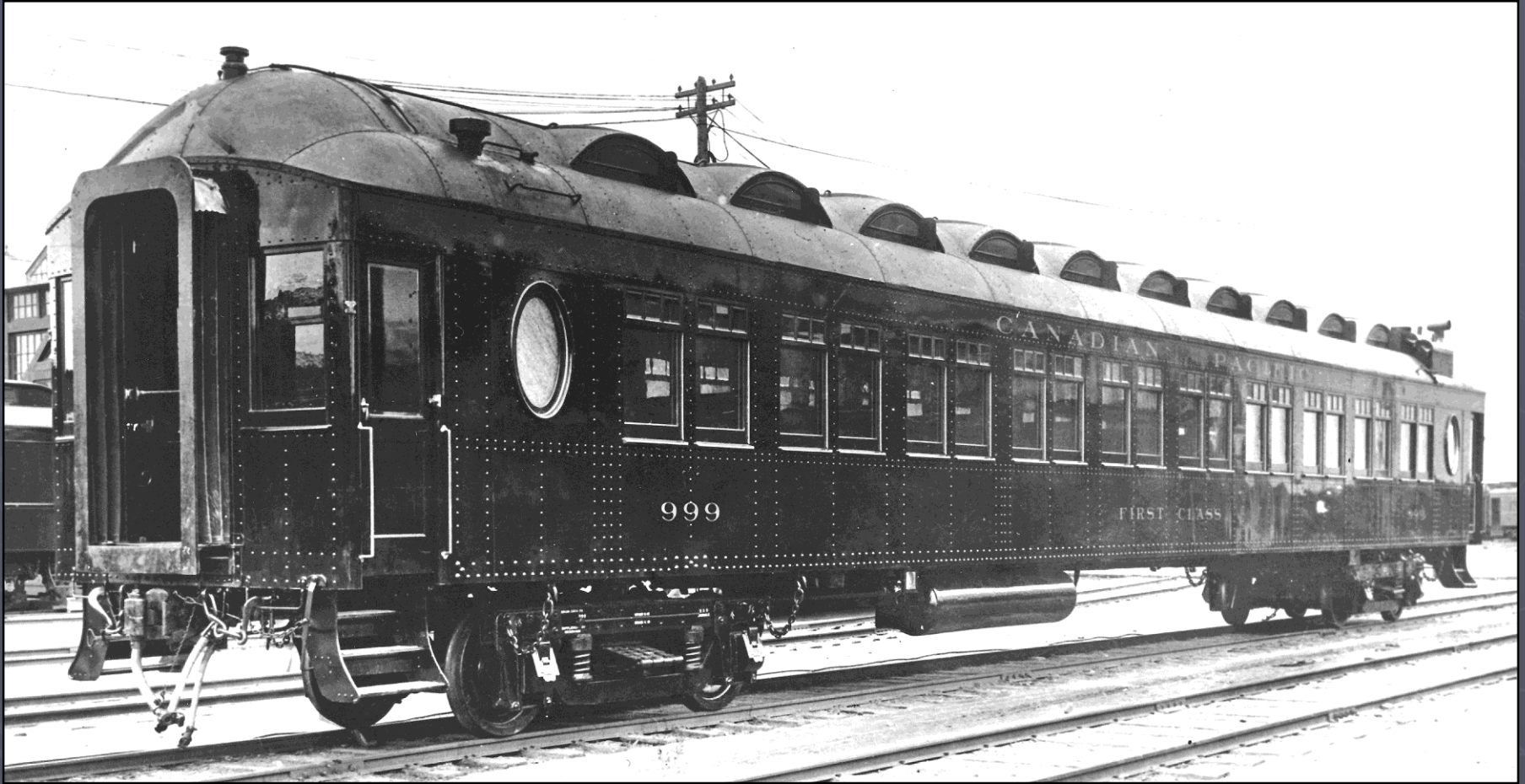
# CPR Wood Passenger Car Rolling Stock - 1909

- ▶ Compartment-observation sleeping cars are introduced. The 'MOUNT' series.
- ▶ Each is equipped with a 26 foot parlor room, library, smoking room, bedroom, kitchen and brass railed observation platform.
- ▶ July 1909 WE Fowler resigns and RW Burnett assumes position as MCB.

# CPR Wood Passenger Car Rolling Stock - 1912

- ▶ A steel passenger car is introduced on CPR.
- ▶ 1911 CPR started work on its first steel car and it is completed in 1912.
- ▶ CPR lets others make mistakes first in the development of steel passenger cars.
- ▶ There were many problems with the steel cars – one was a need to re-educate all the workers.

# First Steel Passenger car Built by CPR - 1912



With the steel car comes a new  
lettering style 'Sans Serif' 1912-1926



# CPR Wood Passenger Car Rolling Stock - 1913

- ▶ December 1913.
- ▶ CPR rolls out its last newly built Wood exterior passenger car at Angus shops.

# CPR Passenger Car Rolling Stock - 1914

- ▶ 1914.
- ▶ CPR began its first production steel models.
- ▶ Mixing steel cars with wood cars had its problems. In collisions wood cars usually were crushed.
- ▶ CPR built steel cars for the front end, starting with head end cars.

# CPR Wood Passenger Car Rolling Stock - 1915

- ▶ 1915.
- ▶ The CPR has abandoned mahogany natural finish on passenger cars.  
Mahogany had become expensive had doubled in price and it was difficult getting skilled workers (WWI) and steel cars were now vogue.
- ▶ CPR builds no new cars 1915 or 1916.

# CPR Passenger Car Rolling Stock - 1916

- ▶ 1916.
- ▶ CPR adopted the Soo Line 'Tuscan Red' having used it on "Soo-Spokane" cars since 1907. This deep maroon colour took several years to develop. CP even called a halt at one point and started to test blue and green for steel cars.

# Exterior Finish to Passenger Cars

- ▶ 1916-1968
- ▶ All cars painted Tuscan
- ▶ Last car painted from natural mahogany c1934. A Superintendent's business car.
- ▶ July 1916
- ▶ RW Burnett resigns and C.W. Van Burin assumes position of MCB.

# CPR Passenger Car Rolling Stock - 1916

- ▶ During WWI there was a cut back on car construction 1914-1918. Only 109 new steel cars were constructed in 5 years. This corresponded with a cut back in services particularly in early 1917.
- ▶ In 1916 the "Inter Mountain" trains between Calgary-Field and Glacier were introduced, but did not develop. CPR used six old dining cars converted to parlor cars for this service.

# Painting and Lettering

- ▶ Several Tuscan Reds formula's were developed and used over the years, giving different shades.
- ▶ Did CPR ever use gold leaf?
- ▶ Until enamel paints were introduced in the early 1950's every railway used gold leaf on passenger cars except head end cars. CP switched about 1954 to enamel painted letters.
- ▶ Lettering styles changed.

# CPR Passenger Car Rolling Stock

- ▶ Oldest serving revenue cars the ones purchased new by CPR.

# End of Part 2

Next?



# Mountain Observation Cars

- ▶ 1890's Three cars – toyed with idea since 1888. Ordered from outside Company, but delayed and CPR built own. Used until 1913.
- ▶ 1902 - Cupola style - 1
- ▶ 1906 - Cupola style - 3 more - all 4 used until 1909.
- ▶ Open platforms maybe considered adequate.
- ▶ 1918 again observation cars introduced – everything stripped above the belt line.
- ▶ Early 1920's modified and used until stainless steel equipment arrives.

# Steel Sheathing

- ▶ Steel cladding introduced in early 1920's as sleeping cars, parlor cars and dining cars, newest wooden cars are steel sheathed. Cars retain body, new frame, new vestibules and remained in service until 1950's.

- ▶ CP did not like to do interior designs and generally relied on outside designers. Even the Trans-Canada of 1929 probably used outsiders for interior designs.

# Roof Styles

- ▶ 1) Flat or arched roof style (1850's)
- ▶ 2) Monitor clerestory (1850-1860)
- ▶ 3) Duckbill clerestory (1860)
- ▶ 4) Bull-nose clerestory – final design (1870's plus)