

Canadian Pacific's First Steel Passenger Cars.

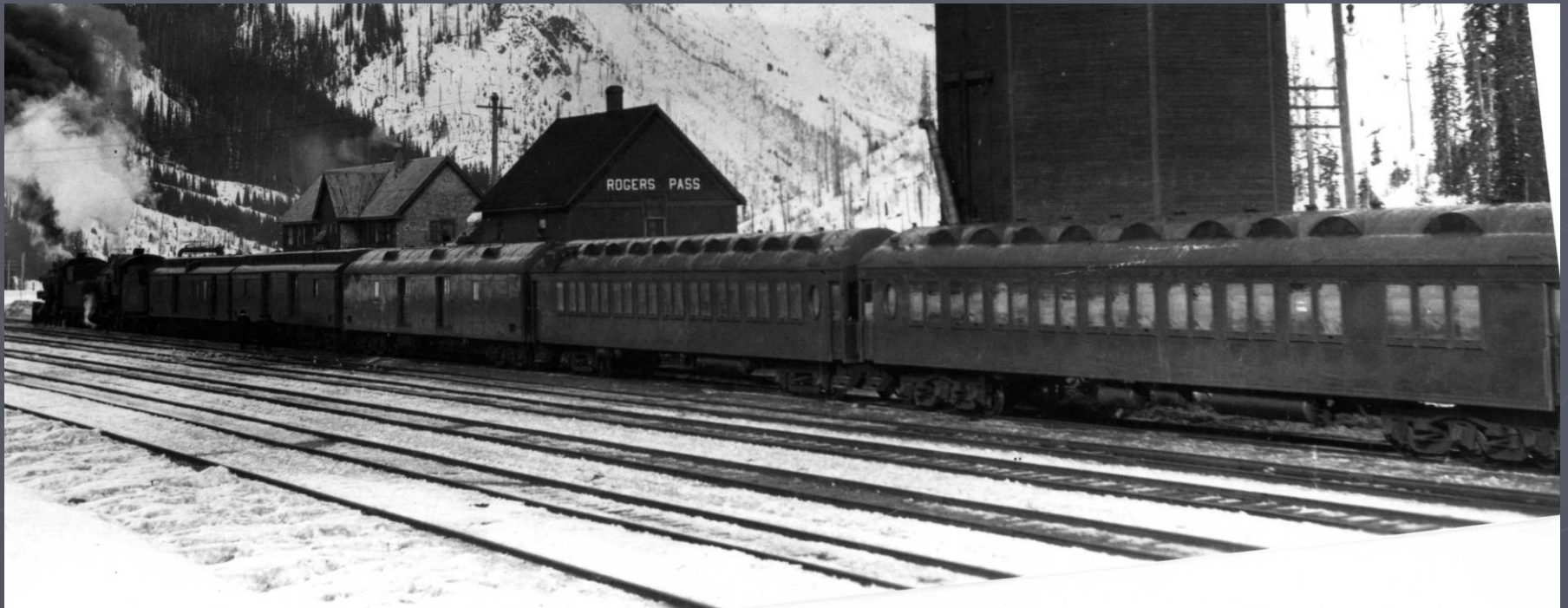
1912-1919

The 'Burnett' cars.

By Douglas R Phillips

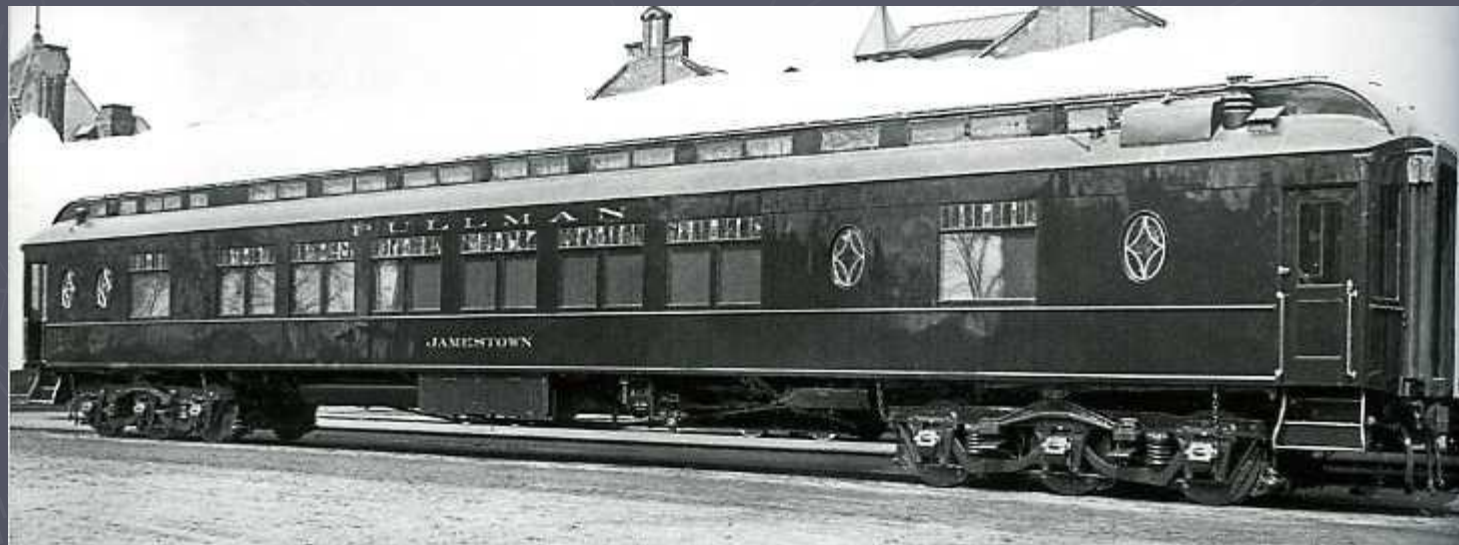


“The Burnett Cars”



First Successful and Accepted 'Steel' Passenger Car in North America.

- ▶ First 'steel' sleeper car was Pullman built sleeping car 'JAMESTOWN'. A standard 12 section, one drawing room sleeping car built March 15, 1907.

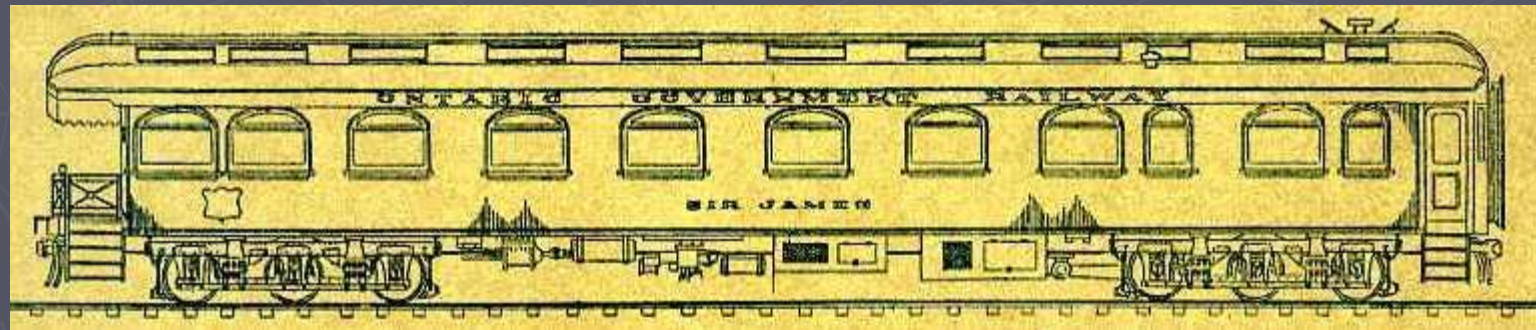


Pullmans first production steel car was built in 1910 – the CARNEGIE.

- ▶ JAMESTOWN weighs in at 81 tons and was considered too heavy. It was three years later that Pullman was able to mass produce a sleeping car at 68 tons.
- ▶ Mean-while the PRR had some 300 steel cars in use through its Hudson River Tunnel in New York City.
- ▶ In 1910, the era of the wood car construction was “officially” ended.

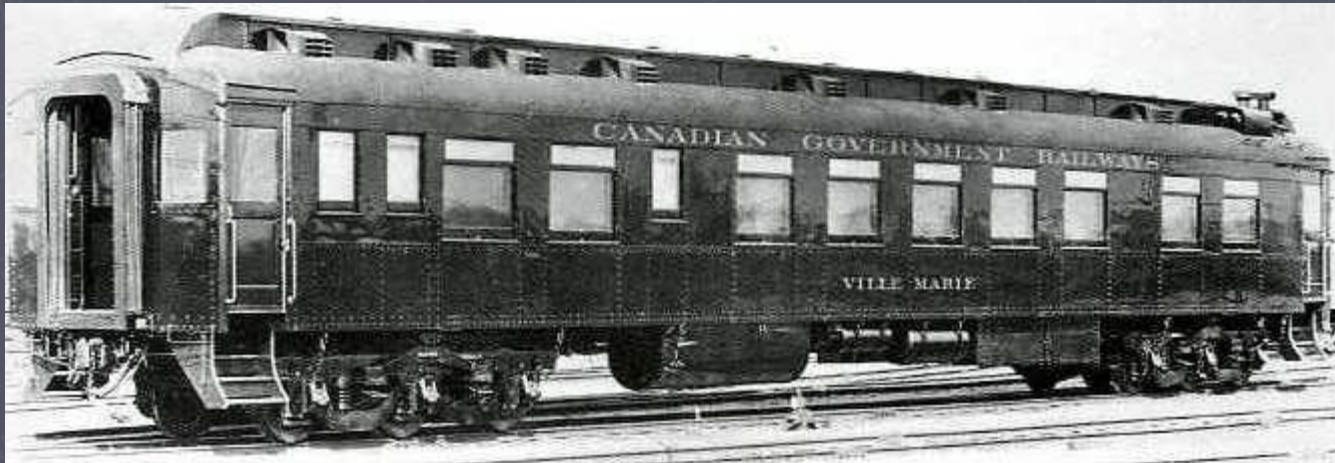
Canada's First 'Steel' Passenger Car Built 1910

- ▶ Ontario Government car 'SIR JAMES' built by Preston Car & Coach. It was a copy of a similar car then in use on the Pennsylvania R. R. constructed in 1907.



Canada's First Production Steel 'Standard' Sleeping Passenger Cars – 1916.

- ▶ Eight 10 Section, 2 Drawing Room Sleeping Cars built 5-9/1916 by National Steel Car – Hamilton, Ont. for Canadian Government Railways.



A Correction

- ▶ These 8 CGR sleeping cars are recorded incorrectly in many publications as the 'first' all-steel cars built in Canada:

- ▶ VAL BRILLANT

- ▶ VALLEY

- ▶ VERON

- ▶ VILLEROY

- ▶ VALCARTIER

- ▶ VALOIS

- ▶ VILLE MARIE

- ▶ VIVIAN

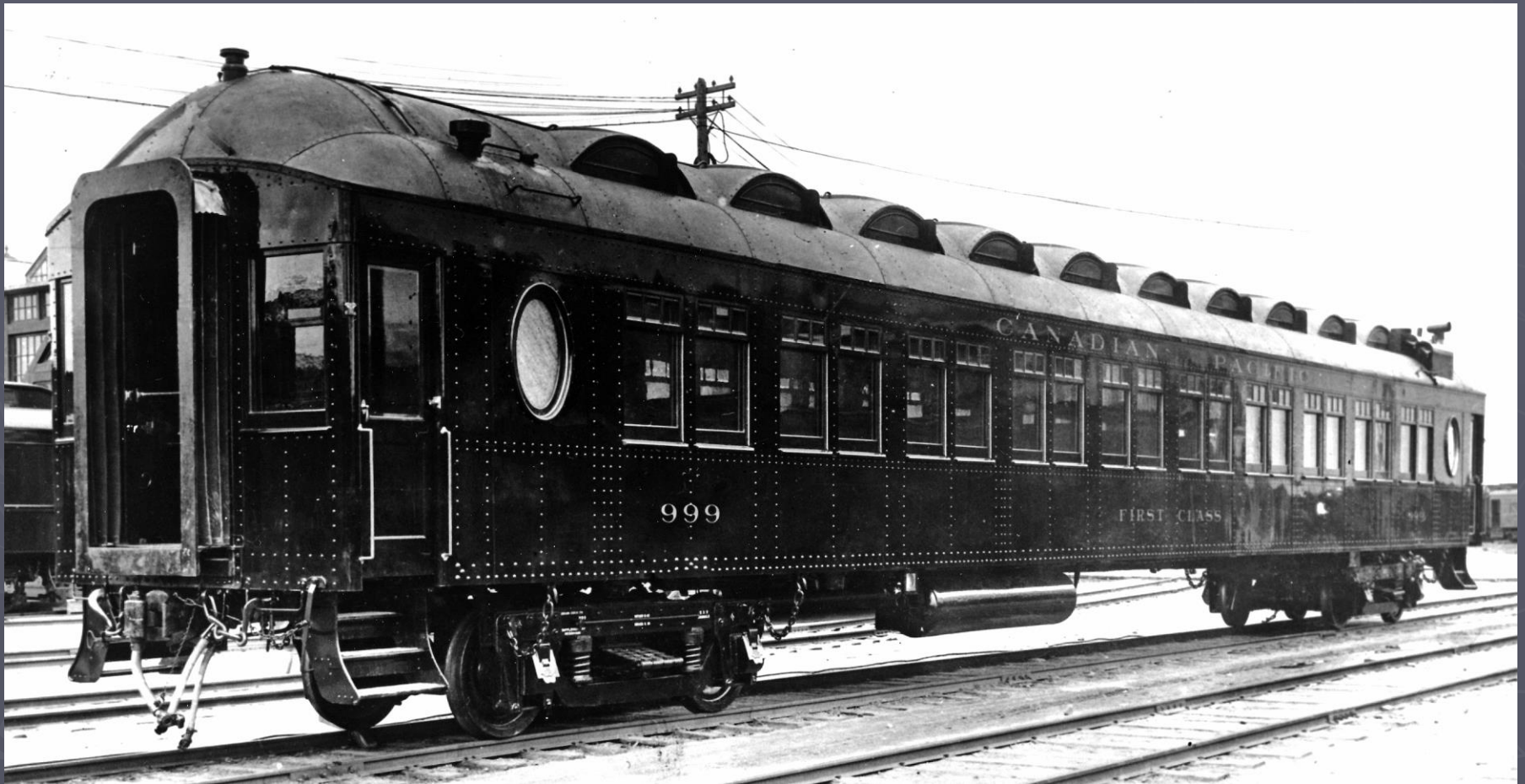
Clarification on 'First & Second Classes'

- ▶ The terms 'First' and 'Second' class as applied to Canadian Pacific passenger cars did not have the same connotation as in Europe.
- ▶ 'First Class' coaches were for through-line trains, while 'Second Class' coaches were in local or suburban type service and usually had rattan-covered seats. The three classes of sleeping cars were Colonist, Tourist and Standard. CPR tended to avoid the terms 1st, 2nd and 3rd class in classification and designation of sleeping cars.

Canadian Pacific's First Steel Passenger Car – 1912.

- ▶ CPR 'First Class' day coach No. 999.
- ▶ Ordered under EO 1129, March 7, 1911, the car was completed June 6, 1912 at Angus Shops, Montreal.
- ▶ Being completed in 1912, car 999 becomes the first revenue producing 'all-steel' passenger car in Canada.

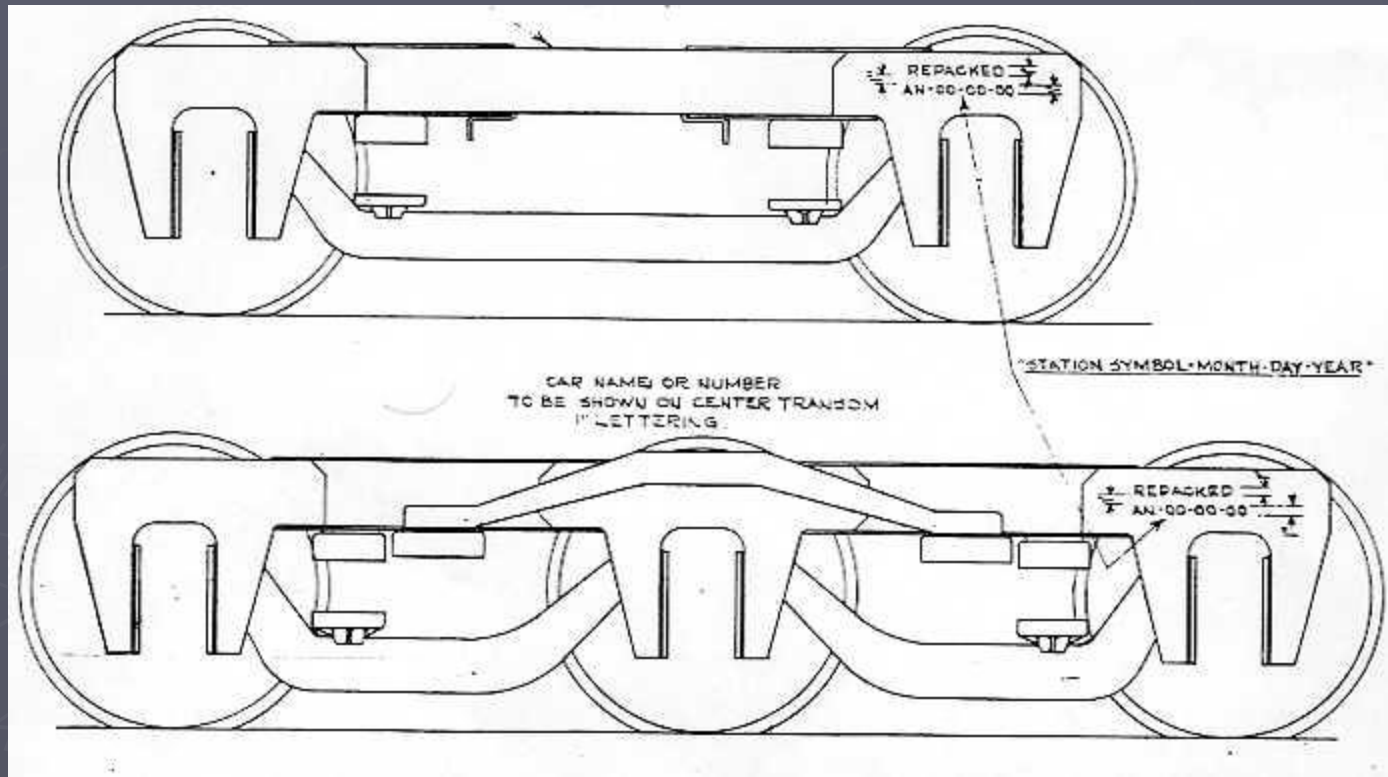
CPR 'First Class' coach No 999 as built By CPR Angus Shops, Montreal. EO 1129 delivered June 1912.



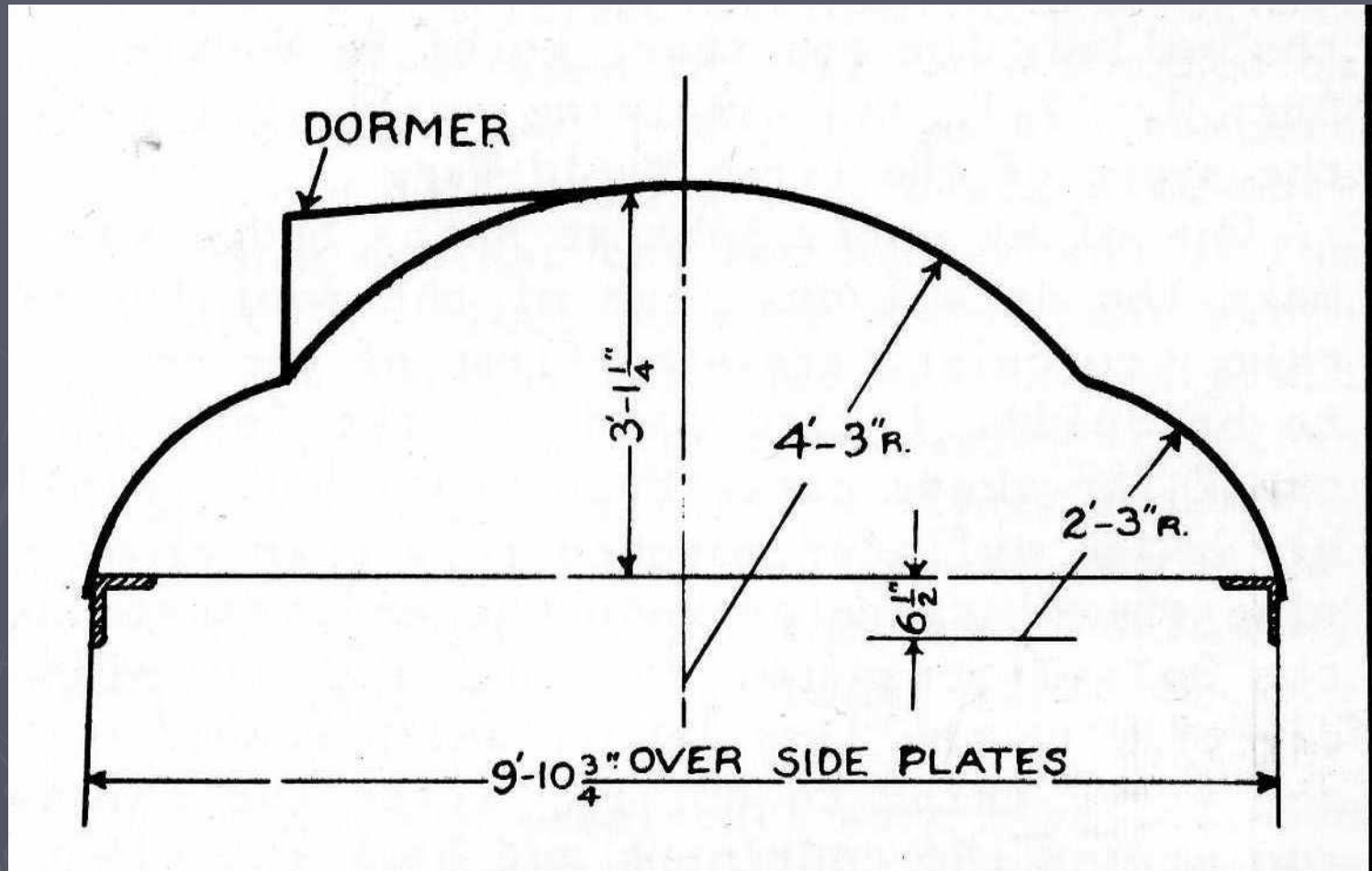
CPR No 999 re-equipped with six wheel Burnett trucks.



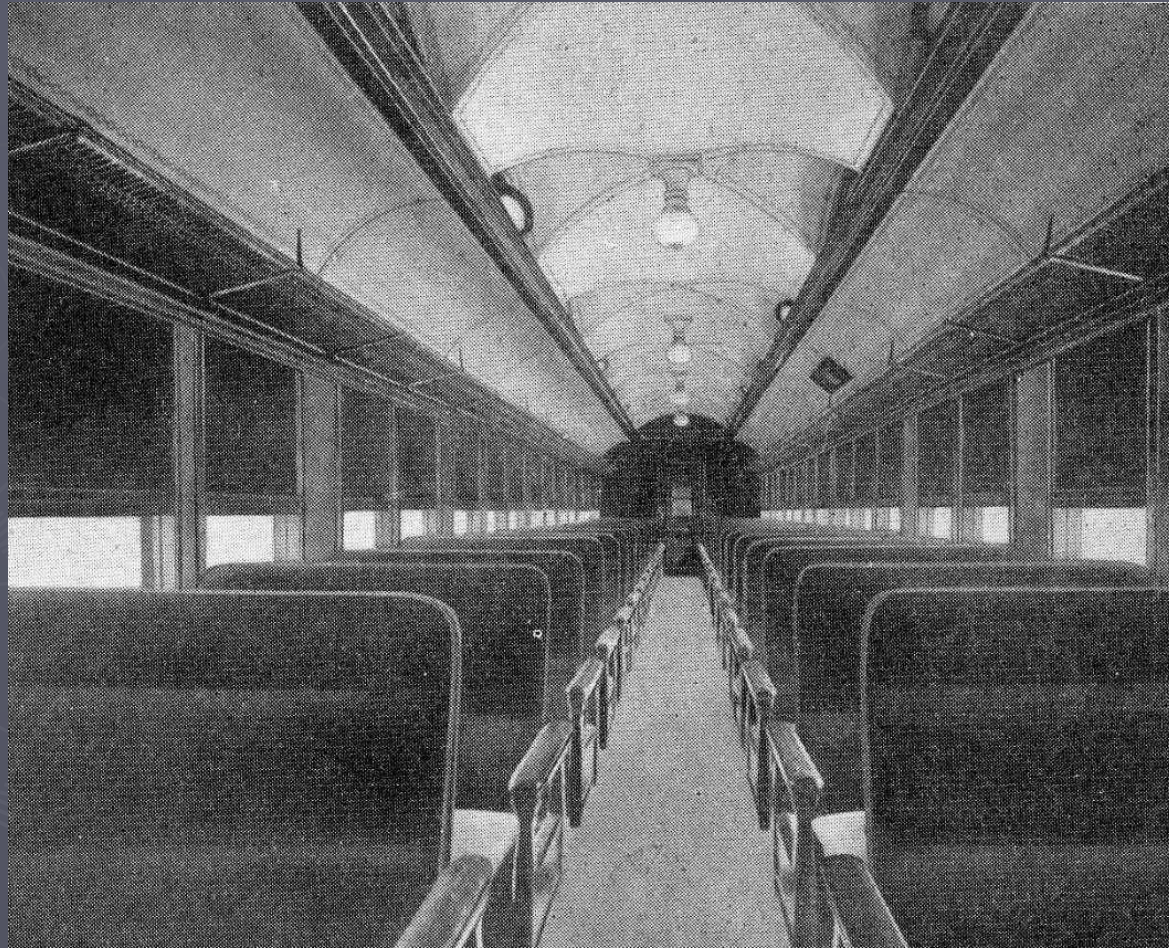
Burnett Trucks were simpler than the Composite Trucks or the later cast Commonwealth Steel Trucks.



Cross Section of One Dormer of the Burnett Roof



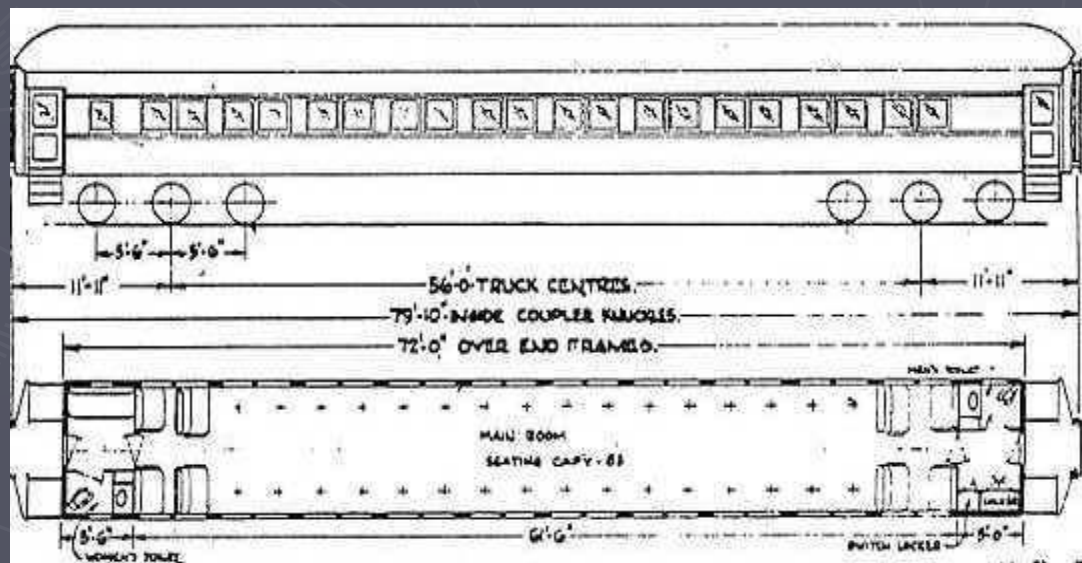
Typical "Empire" ceiling in a 'First Class' coach



CP Builds Its Design Team

- ▶ Draftsmen from Britain, Europe, Canada, and the United States worked with retrained carpenters on CPR's pioneer steel equipment – heavyweights that were built with unique roofs, centre sills spliced in three sections, and with no camber.

CPR No 999 as rebuilt with turtle back or arch back roof similar to the Harriman Roof style.

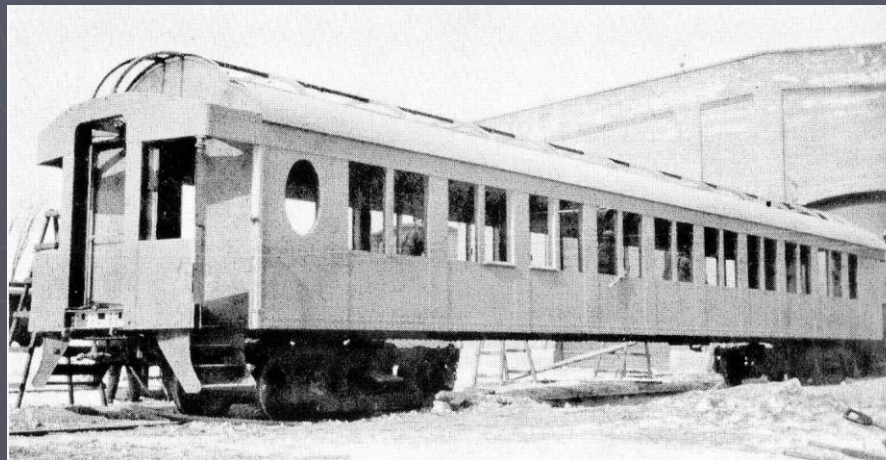
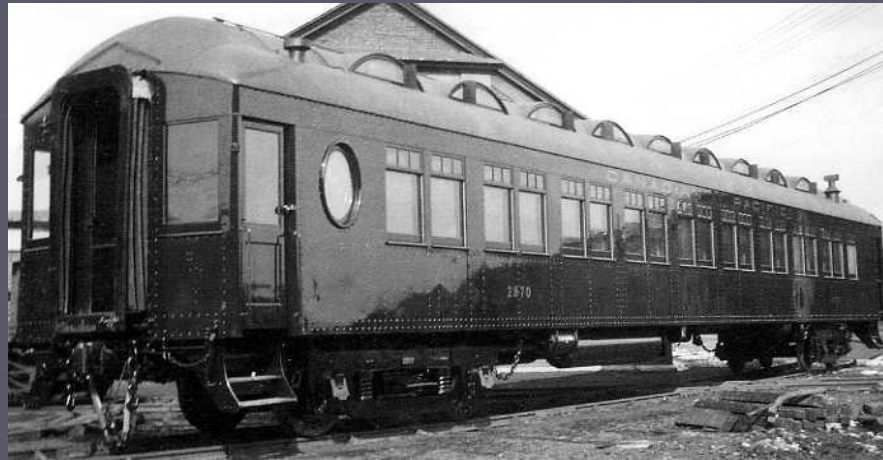


CPR's First Steel Production Passenger Cars. The Pioneer Cars 1914-1915.

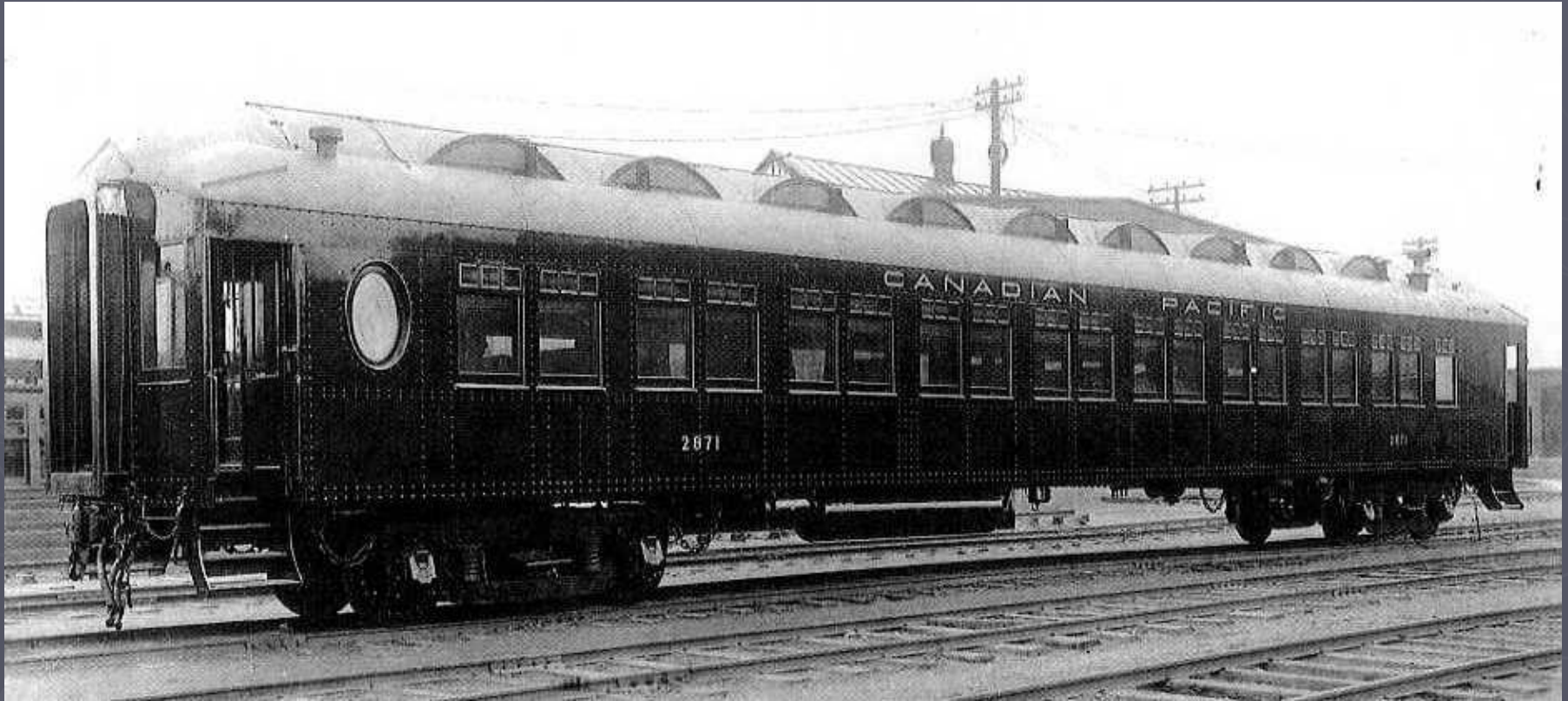
- ▶ 1914: total 57 cars.
- ▶ EO 1429 30 Colonist sleepers 2870-2899.
- ▶ EO 1464 2 Baggage & Express 4300-4301.
- ▶ EO 1465 25 FC coaches c/w smoking 1400-1424.
- ▶ 1915: total 21 cars.
- ▶ EO 1464 10 Baggage & Express 4302-4311.
- ▶ EO 1476 2 60 foot Mail 3750-3751.
- ▶ EO 1495 6 60 foot Mail 3752-3757.
- ▶ EO 1496 3 Second Class c/w smoking 2100-2102.

30 Colonist Sleeping Cars 2870-2899

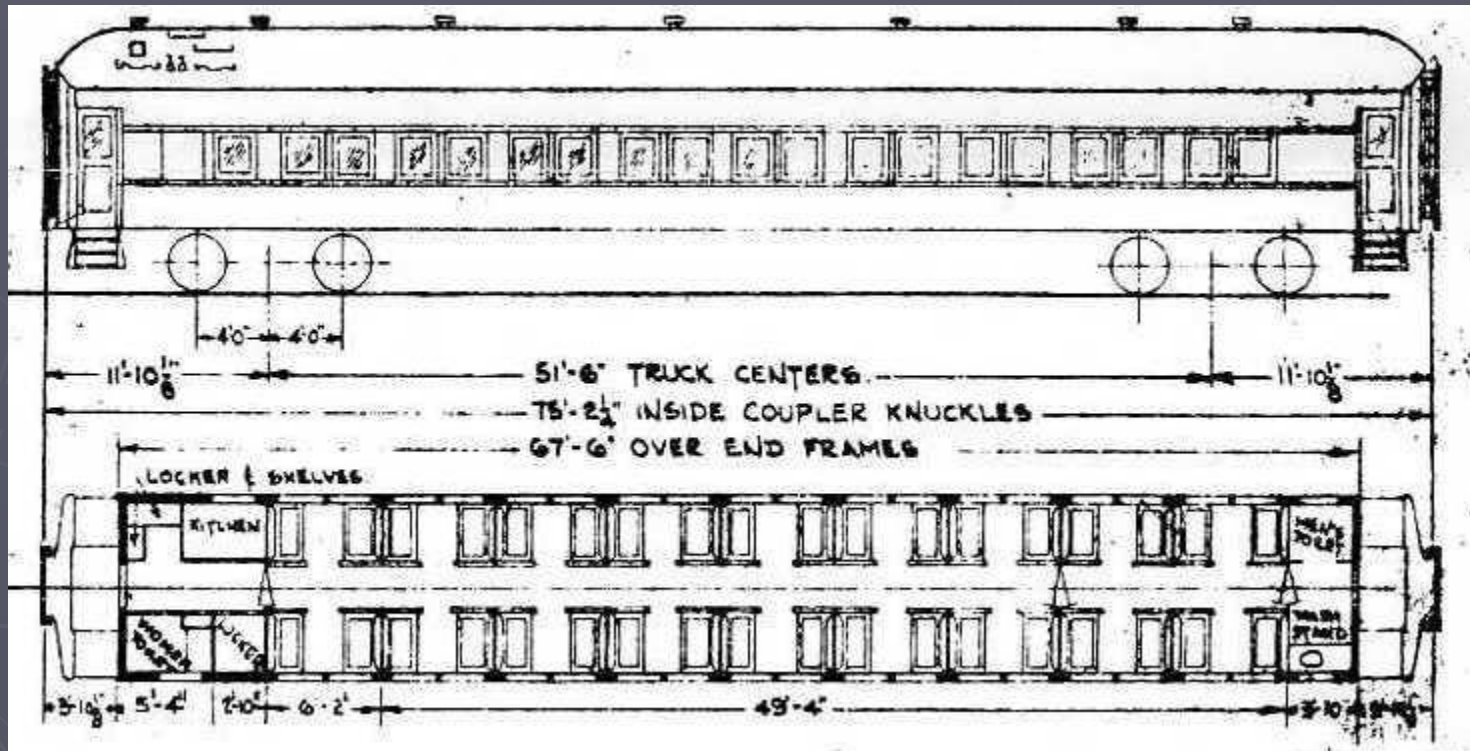
Delivered 03-08/1914 at Angus Shops. EO 1459.



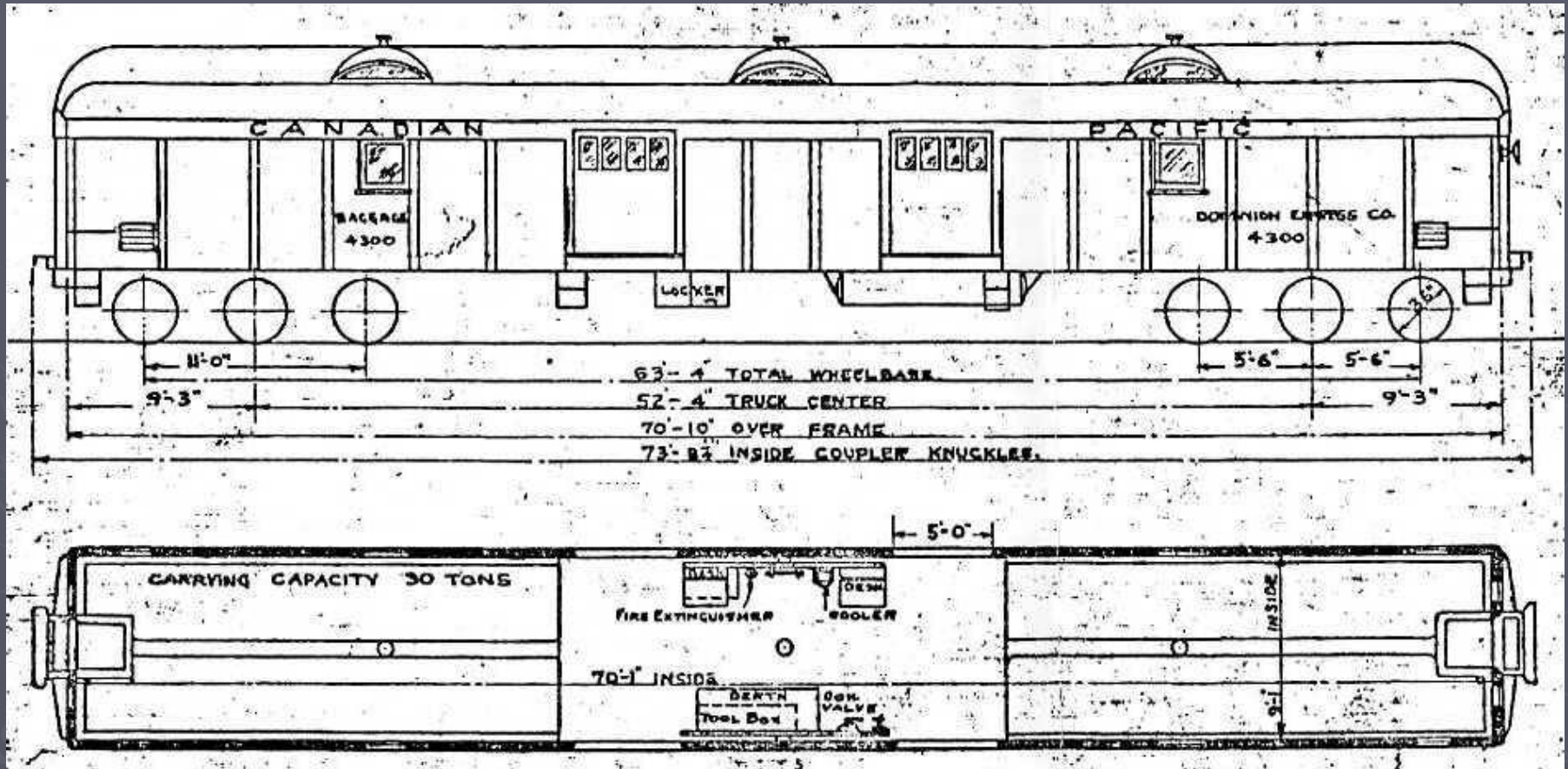
Colonist 2871 showing standard lettering used 1912-1924.



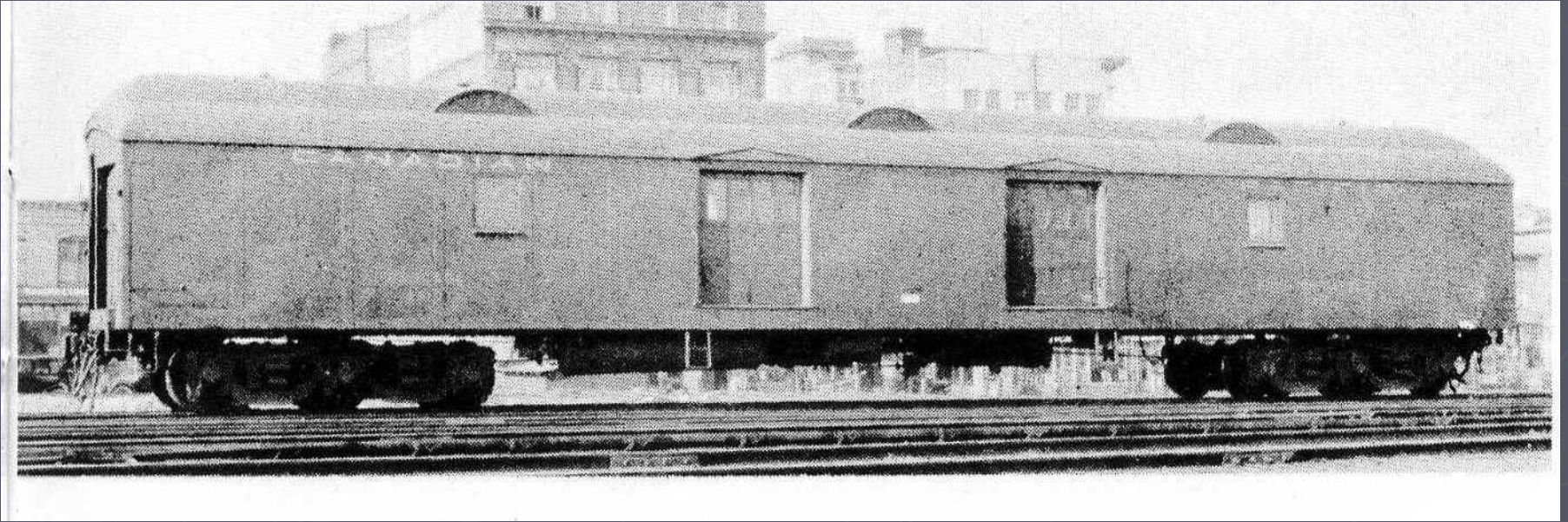
Modified Colonist Sleeping cars with 16 sections.



Baggage & Express cars 4300-4311 Delivered 12/1914-02/1915 at Angus.



Baggage & Express car 4310 seen here at Calgary
could carry 40 tons.



Imagine 40 tons of gold in each of 12 Baggage & Express cars in one train.



Special Bullion train of Russian gold at Banff, Alberta.
Secret 'Silk Train' February 1917.
Make-up is with one steel Colonist sleeper and all 12 of the
steel Baggage & Express cars.



Different modified roof lines on Baggage-Express cars 4307 at Vancouver & 4308 at Saskatoon.



CPR 'First Class' Coaches 1400-1424.
Delivered 08-11/1914 from Angus.



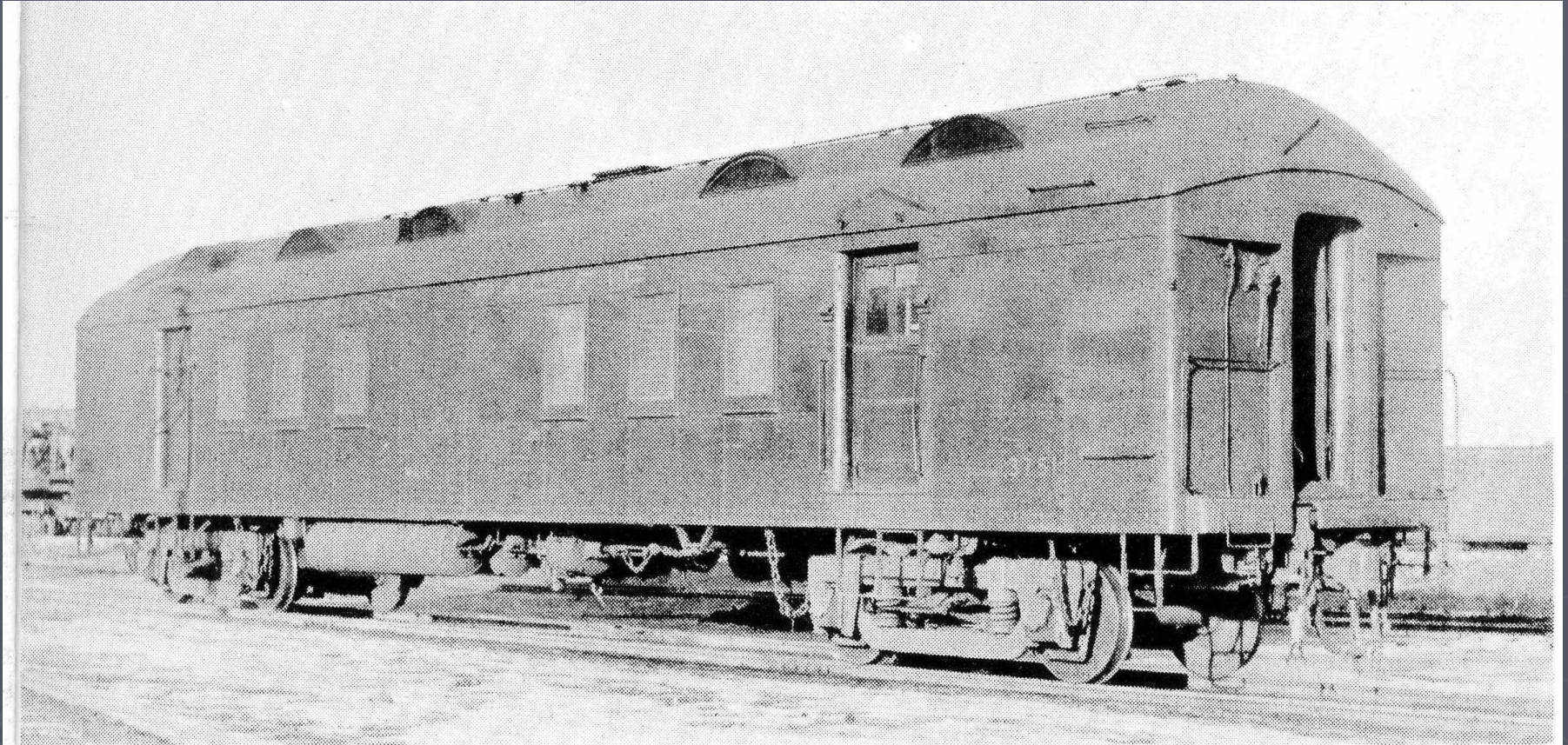
Modified roof line on 'First Class' Coach 1402 with experimental roof ventilators. Globe vents were standard on both the coaches and colonist cars.



Standard roof line on rebuild of 'First Class' coach
1407.
Large letter board closed off the transom windows.



The final orders, EO 1476 & 1495.
Mail cars 3750-3757.
Delivered 03-08/1915 from Angus.
Note six windows & four wheel trucks.



Mail Car 3752 is seen here on head end of train No 4 leaving Field, BC., August 1935.



Roof Detail Mail Car CP 3752, built 1915.



Five cars survived into the 1950's with their Burnett roofs. Originally built with four wheel trucks 3755 is seen here with six wheel trucks and five windows.



'Second Class' Coaches 2100-2102 delivered
September 1915, EO 1496.
Renumbered 1675 to 1677 in 1929.



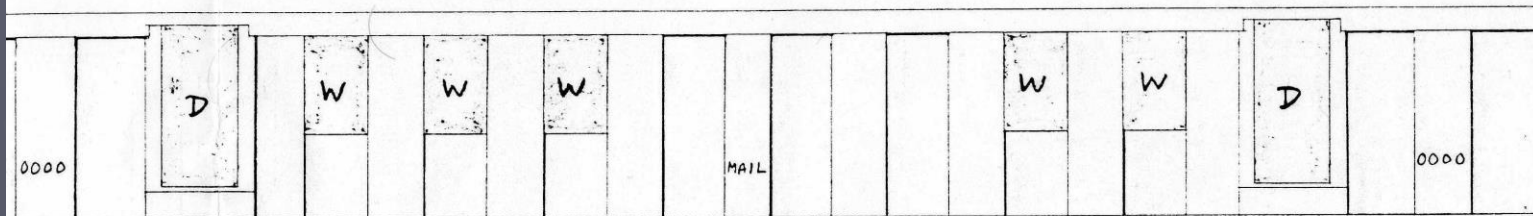
CPR's Steel Car Designers 1912-1915 at Angus Shops, Montreal. April 1914.



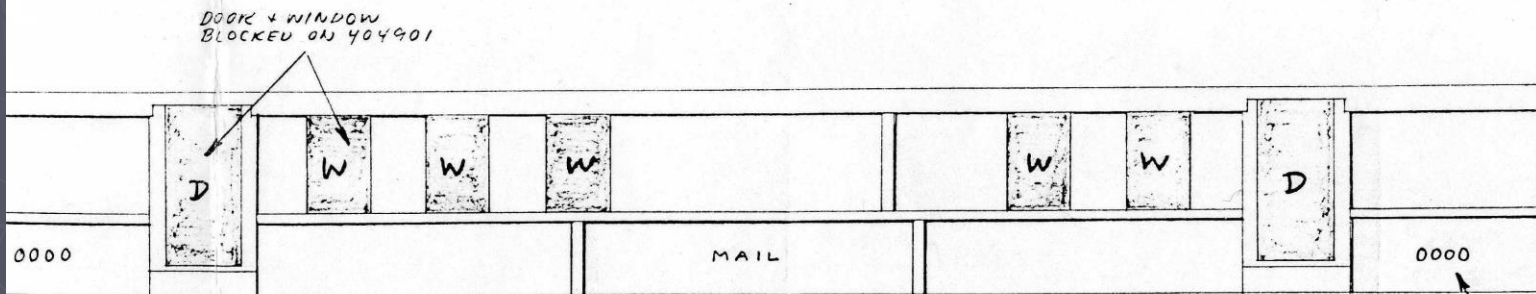
Front end cars built at Angus in 1917, 1918 and 1919 followed the earlier car designs, but were without the Burnett Roof using the turtle back or arched roof design instead.

- ▶ 1917 – EO 1499 – 12 Postal cars Nos. 3758-3769
- ▶ 1917 – EO 1500 – 1 Postal car No. 3776
- ▶ 1918 – EO 1543 – 6 Postal cars Nos. 3770-3775
- ▶ 1919 – EO 1544 – 14 Baggage & Express cars
Nos. 4316-4333
- ▶ 1919 – EO 1640 – 13 Baggage & Express cars
Nos. 4334-4347
- ▶ Total 46 steel head-end cars built 1917-1919.

Other differences – side plating horizontal rather than vertical.



CPK 60'9 1/2" STEEL MAIL CAR - BUILT 1915
SIDE PLATING ARRANGEMENT



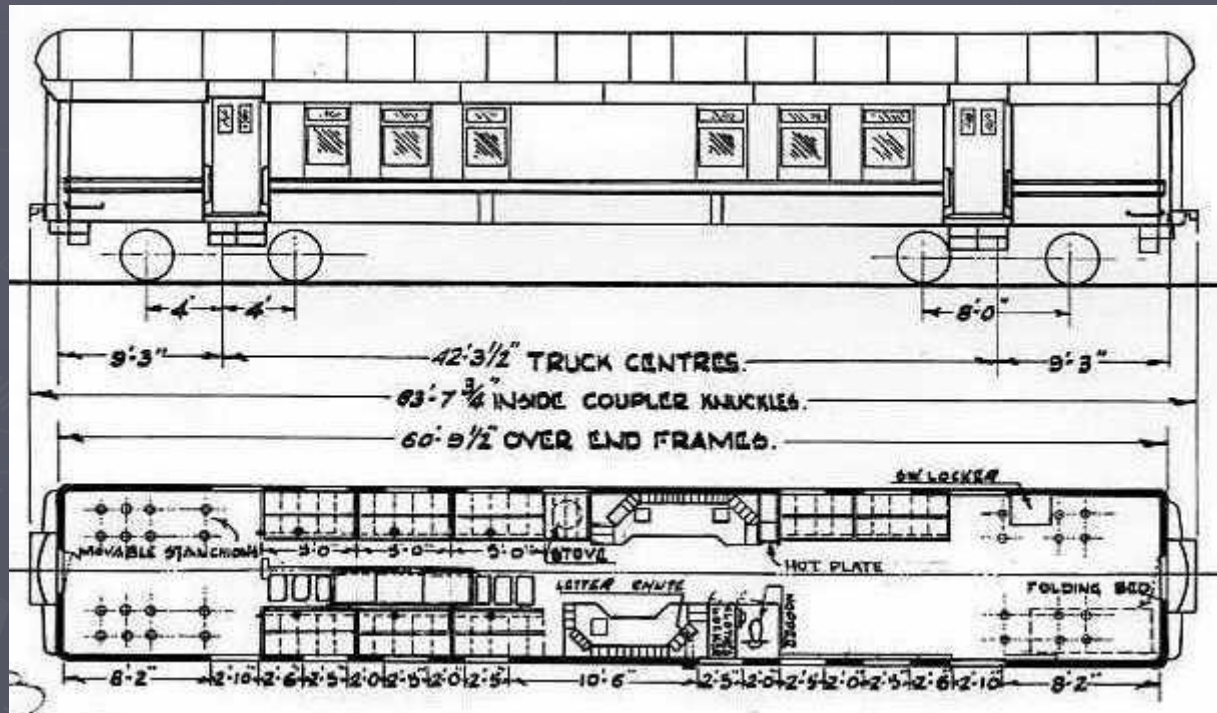
CPK 60'9 1/2" STEEL MAIL CAR - BUILT 1917-18
SIDE PLATING ARRANGEMENT

POSSIBLE LOCATION OF ORIGINAL
NUMBER ON SIDE OF CAR AT
ALL FOUR CORNERS IN GOLD
COLOR (YELLOW) ENAMEL

EO 1499, 12 Mail Cars delivered in 06-07/1917.
CP 3758-3769. These cars did not have Burnett roofs, but
were built in-kind at Angus Shops with 'steel' roofs.



Mail cars CP 3758 to 3776 of 1917 & 1918 as originally built with 'steel' roofs.



Mail car 3761 at Vancouver in August 1946 rebuilt with wood roof covered in canvas.



In Conclusion

- ▶ In 1919, with the railways first order of steel 'Tourist' sleeping cars, the steel body and frame construction was contracted to Canadian Car & Foundries with Angus Shops finishing all the car interiors.
- ▶ After 1920, all car orders would have the car body and frames contracted by either CC&F or National Steel Corp. except for business cars constructed at Angus. These would be built entirely in house.

To Be Continued

- ▶ Tune in next time for.....

