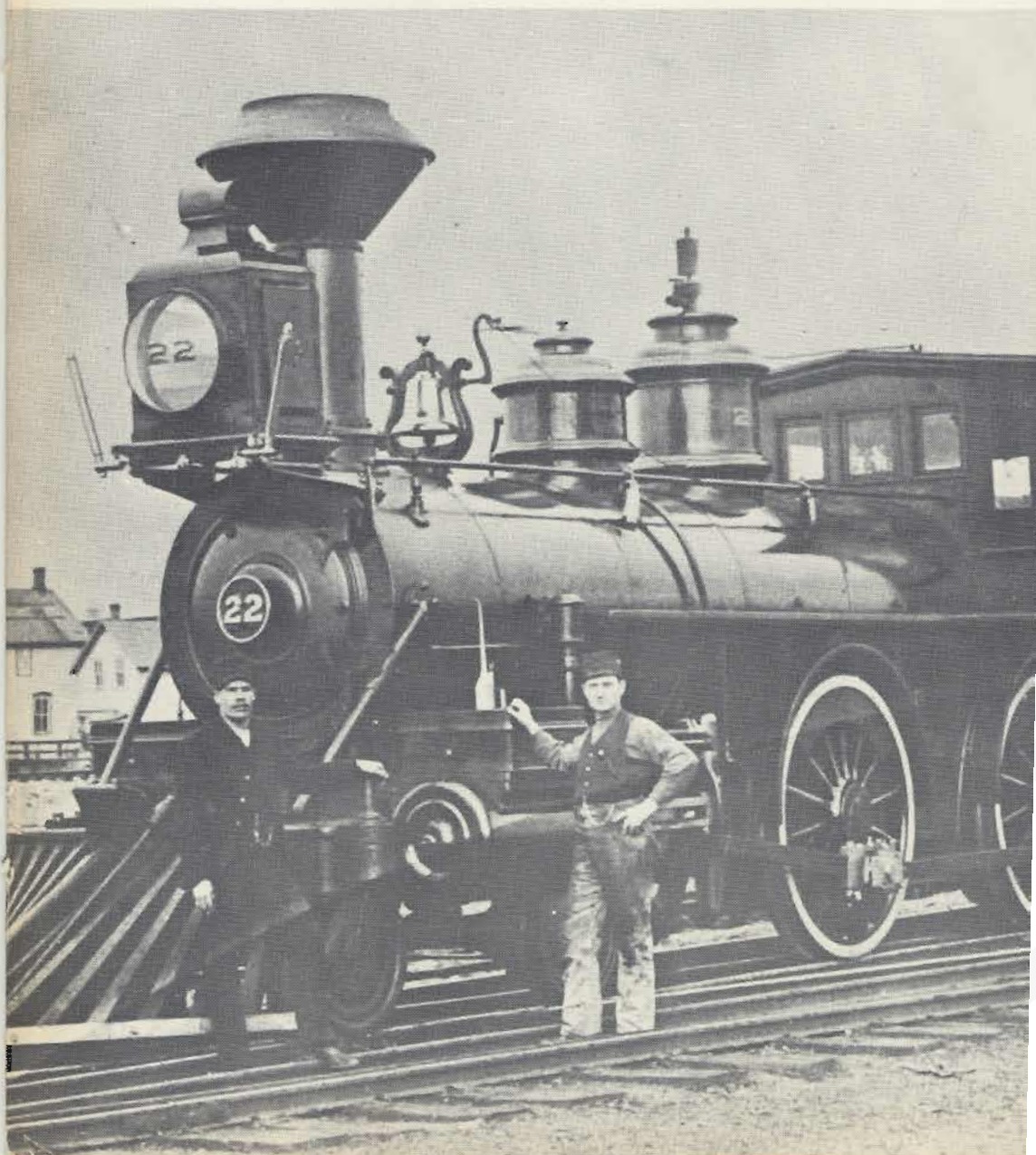


Canadian Rail



No.350
MARCH 1981







CANADIAN RAIL

Published monthly by The Canadian
Railroad Historical Association
P.O. Box 22, Station B
Montreal, Quebec, Canada H3B 3J5

ISSN 0008-4875

EDITOR: Fred F. Angus
CO-EDITOR: M. Peter Murphy
BUSINESS CAR: Dave J. Scott
OFFICIAL CARTOGRAPHER: William A.
Germaniuk
LAYOUT: Michel Paulet

CALGARY & SOUTH WESTERN DIVISION
60-€100 4th Ave. IIE
Calgary, Alberta T2A 5Z8

OTTAWA
BYTOWN RAILWAY SOCIETY
P.O. Box 141, Station A
Ottawa, Ontario K1N 8V1

NEW BRUNSWICK DIVISION
P.O. Box 1162
Saint John,
New Brunswick E2L 4G7

CROWSNEST AND KETTLE-VALLEY DIVISION
P.O. Box 400
Cranbrook, British Columbia
VIC 4H9

PACIFIC COAST DIVISION
P.O. Box 1006, Station A, Vancouver
British Columbia V6C 2P1

ROCKY MOUNTAIN DIVISION
P.O. Box 6102, Station C, Edmonton
Alberta T5B 2N0

WINDSOR-ESSEX DIVISION
300 Cabana Road East, Windsor
Ontario N9G 1A2

TORONTO & YORK DIVISION
P.O. Box 5849, Terminal A, Toronto
Ontario M5W 1P3

NIAGARA DIVISION
P.O. Box 593
St. Catharines,
Ontario L2R 6W8

ST. LAWRENCE VALLEY DIVISION
P.O. Box 99
Ste. Dorothée, Quebec H7X 2T4

FRONT COVER:

THE FIRST LARGE GROUP OF LOCOMOTIVES PURCHASED NEW by the recently incorporated Canadian Pacific Railway Company was a series of thirty engines built of Dübs in Scotland. Ordered in 1881, and delivered in the spring of 1882, this group is exemplified by No. 22, shown here at Kenora in 1883. Locomotive No. 22 has proved to be extremely long-lived, as it is now Winnipeg Hydro No. 3, and still used on the "Prairie Dog Central" train. At the age of 99, it is only one year younger than the company for which it was built. Canadian Pacific Photo.

OPPOSITE:

WHILE THE FREIGHT 4-6-0's were very common almost until the end of steam, the high-wheel passenger variety had become very rare by the late 1940's, and those that remained had mostly been relegated to freight service. This photo shows No. 2113 hauling train 262 near Farnham on October 13, 1947. No. 2113 had been built by the Schenectady works in 1903, and was scrapped in 1949, at which time the class became extinct. C.R.H.A. Archives. Toohey Collection.

CANADIAN PACIFIC 1881-1981 Part Two

A BRIEF HISTORY OF THE COMPANY

By: Harvey Elson

Since its incorporation in 1881, Canadian Pacific has developed into one of the most powerful companies in North America. The initial thrust of the company was to build a transcontinental railway but the business of operating it soon led to other ventures. Traffic on the new line was plentiful with the movement of settlers from East to West together with their household goods, farm equipment and other supplies. However it was uneconomical for the trains to return empty, so to create business the railway chartered seven ships to carry goods from the Orient. This was the beginning of the steamship service which would grow to include not only luxury passenger liners, but also cargo vessels and, later, specialized container vessels and tankers.

At the same time meal stations were established at various locations to provide food service for train passengers and the newly developing tourist industry in the country. By 1886 the company had started building hotels, the first being at Field B.C., and thus began the system known today as C.P. Hotels. In 1882, as the railway progressed across the prairies, telegraph wires were set up parallel to the tracks to serve as a vital part of the train dispatching network. When the line was fully completed and opened for service in 1886, the telegraph network was extended to include commercial and private telegraphs.

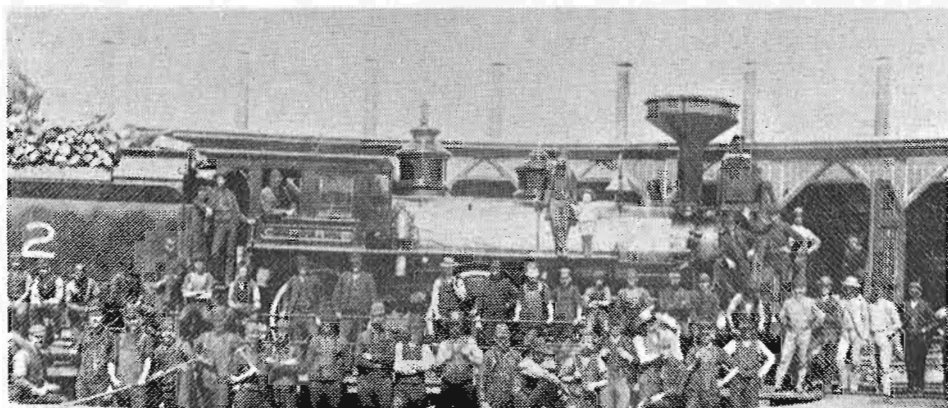
The Canadian Pacific soon developed other services which today are so much a part of the life of the company. The express services started with the acquisition of the nine-year-old Dominion Express Company in 1882. This became Canadian Pacific Express in 1926, but was always operated as part of the company and proved to be an invaluable asset to the development.

The company, when it was first created, was governed by George Stephen as president and Duncan McIntyre as vice-president, with R.B. Angus and J.J. Hill on the executive committee. One of the early moves that the group did was to recruit from the U.S. one of the most dynamic of railroad men - William C. Van Horne who would spearhead the drive West. This move perhaps more than any other was responsible for the future development of the company as many of the ideas and plans that were later adopted came from the fertile mind of Van Horne. When George Stephen resigned from the presidency in 1888, Van Horne was the natural choice to succeed him. Van Horne, during his eleven-year tenure as president, was already grooming Thomas Shaughnessy as his successor, and when Shaughnessy took over from Van Horne in 1899 he had a thorough background of the railroad's sphere of activity. His first job was that of purchas-

ing agent, and during the construction years his value to the railway increased almost daily. He was able not only to hold off the creditors, but also convinced them to supply more material so essential to the construction gangs in the west.

For the first sixty years of its existence the company had but four presidents, all of whom were dynamic men who worked their way up through the ranks to the top position. In 1918, Thomas Shaughnessy (by now Lord Shaughnessy) retired and was replaced as president by Edward Beatty (later Sir Edward) who would rule the company for the next quarter century. This was in many ways both a difficult and busy period for the company as Beatty's term as president began at a time when war travel and movement of supplies was at a peak, soon followed by the movement and immigration that came with the cessation of hostilities. The 1920's was a period of expansion and growth for the Canadian Pacific, and during this time many new branches were built in a large part of the country. This was followed by the depression of the 1930's which the company weathered, not without its share of the general problems experienced by the rest of Canada. In this period some unprofitable lines and routes were eliminated, and equipment which was still being operated despite its advanced age was finally consigned to the scrapper's torch.

The depression also brought many changes to the company's routine. A system was set up in conjunction with the Canadian National for the joint running of passenger trains between Montreal - Toronto, and Montreal - Quebec, known as "pool" trains. By 1933, total revenues were less than half those of 1928, but, due to high standards of maintenance as well as other favourable circumstances, temporary and substantial reductions in cost were possible, and working expenses could be cut to a like degree. In the seven years from 1932 to 1938 the net rail earnings were actually insufficient to meet fixed charges, but it was the added income from the non-rail sources such as ocean and coastal steamships, hotels, communi-



SOON AFTER ITS INCORPORATION ON FEBRUARY 16 1881, the C.P.R. purchased its first locomotives, some new, some second-hand. The official C.P.R. roster starts with six engines ordered new from the Portland Locomotive works and delivered in late 1881 and early 1882, being given numbers 1 to 6 inclusive. While no photo of No. 1 appears to have survived, this view shows No. 2 on the turntable at North Bay about 1888, surrounded by almost the entire crew of that divisional point!!

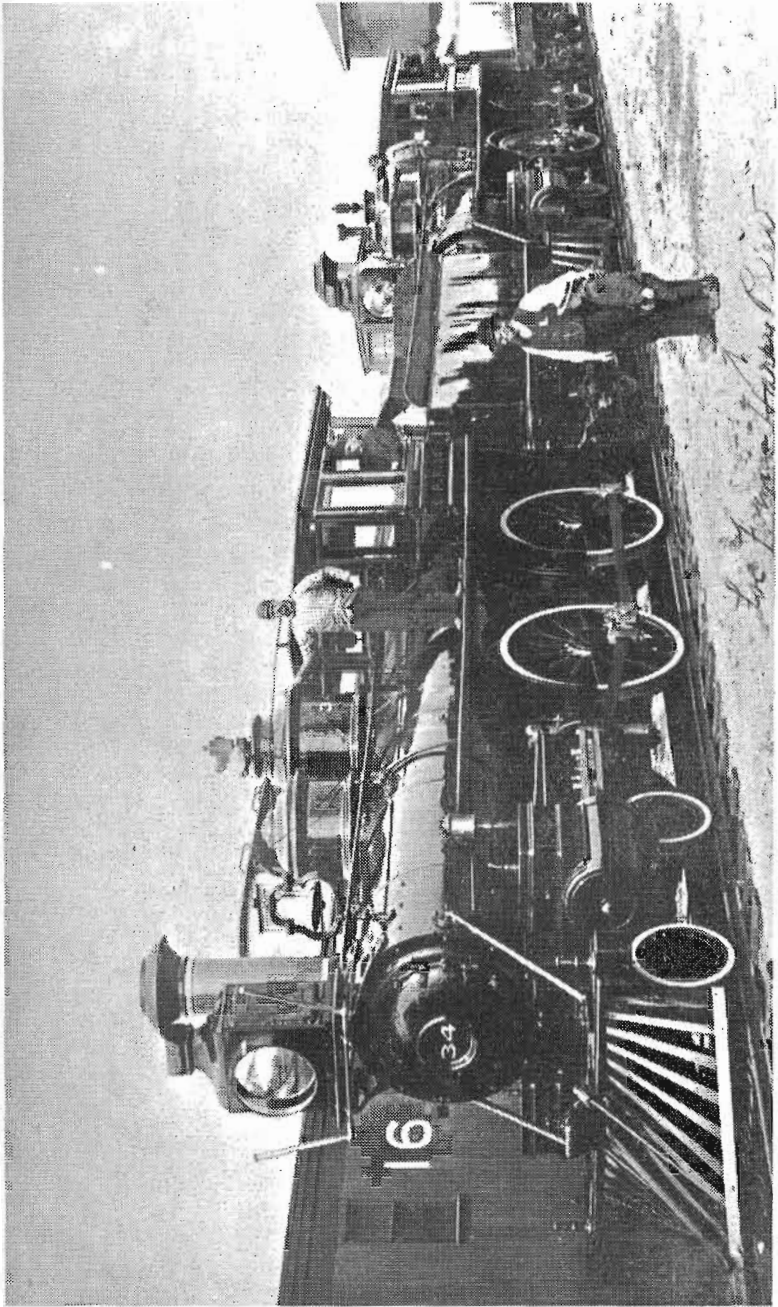
Photo: Canadian Pacific.

cations, and other miscellaneous investments that enabled the company to meet its obligations. This was also the first time in the history of the company that it was unable to pay a dividend to its shareholders.

But the depression years were not all bleak, and it is during this period that great advances were made in the railway world especially in the field of technology where faster and more light weight passenger cars were being developed. The air conditioning of cars was becoming a much more common practice, and the C.P.R. introduced its first diesel locomotive, a small 600 H.P. switcher (now preserved at the Canadian Railway Museum) in 1937. By 1936 the railway had begun to purchase new engines and rolling stock which had become essential to replace the equipment retired during the depression years. As a result, during the next two years, some ninety steam locomotives (40 Hudsons, 25 Jubilees, 10 Selkirks, and 15 Pacifics), and 7500 freight and passenger cars were delivered. An analysis of the company's motive power at this time reveals that of 1,955 engines on its roster, 123 were less than ten years old, 199 between 10 and 20 years, 1,159 were from 20 to 30 years old, and 474 older than thirty years. The statistics revealed by H.B. Bowen, the virtual genius at the helm of the motive power department, further showed that the average age of one of the company's steam engines was 25.7 years.

With the outbreak of the Second World War in 1939, Sir Edward Beatty threw the support of the Canadian Pacific completely behind the war effort. The Company's already busy shops in Montreal (Angus), Winnipeg (Weston), and Calgary (Ogden) were converted to essential service. Between 1940 and late 1943, some 1,420 "Valentine" tanks were produced at Angus before this shop converted to the production of marine engines for Corvettes, Frigates, and other similar craft. In Calgary, some 3,000 naval guns and 1,650 gun mountings were produced as well as components for anti-submarine devices, range finders, and gunnery control equipment. Over the years some 135 million dollars worth of work was accomplished and this in addition to the much heavier load on the company's other facilities. While the resort hotels were closed for the duration, the other hotels had increased workload with the military personnel. Freight traffic increased steadily throughout the war and troops needed to be transported. Due to enlistments and other war effort projects the turnover in personnel was tremendous.

This period brought other changes to Canadian Pacific with the resignation of Sir Edward Beatty from the presidency in 1942. His illness was prolonged, and he felt that it was in the best interests of the company to turn the reins over to his successor. He did, however, remain as Chairman of the board until his death in 1943. Beatty was succeeded by D'Alton C. Coleman who had some forty years experience, and who had been Vice President of Western Region since 1918. Under the guidance of President Coleman a number of very important changes were brought to the forefront and have since helped to develop Canadian Pacific into the nationwide empire that it now is. The company continued its steady effort in the push to end the war. It had already contributed most of its ocean fleet to the service (including several serious losses), and now it became a major part of the British Commonwealth Air Training Plan. This was a large-scale plan to train air crews in Canada, and six air-observer schools were operated on a non-profit basis by the C.P.R. At the same time the company was combining a number of small airlines such as Yukon Southern Air Transport Ltd. and Canadian Airways, which it had purchased, into one larger company under the title "Canadian Pacific Air Lines". This new part of Canadian Pacific operations began with a group of highly experienced bush pilots who had worked for these smaller companies; they were



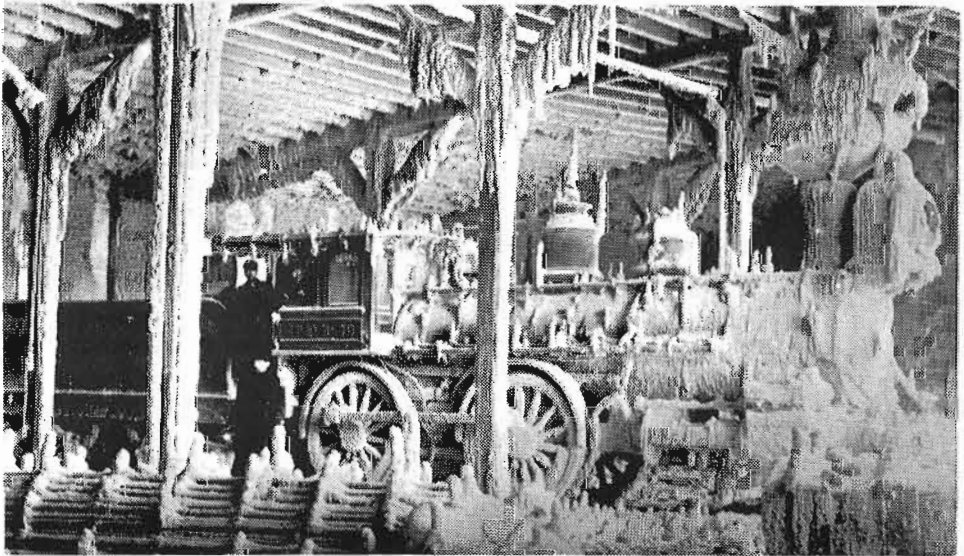
NEWLY PAINTED AND WITH BRASSWORK SHINING, Nos. 34 and 33 were photographed at Fort William about 1888. These engines are the same as No. 22 shown on the cover, and were extensively used on the Western lines in the early days. Notice the diamond-shaped builder's plate used by Dubs at that time. Since Dubs owned the Kingston locomotive plant from 1886 to 1900, this may explain the origin of the well known shape of the Kingston builder's plates.

Photo: Canadian Pacific.

men with a vast knowledge of the Canadian North. Among them were names that would become familiar to thousands of Canadians, men like C.H. (Punch) Dickens, and Grant McConachie who would soon become the president of C.P.A.

In February 1947, William M. Neal, whose health would only permit him to remain as president for a year, was elected to replace the retiring D.C. Coleman. During his short tenure as president he had one major success which was in assuring a future for C.P. Air Lines. This was due to the fact that he was succeeded, as president of the airline, by the man with unquenchable ambition and enthusiasm for the task - Grant McConachie. The success of what is now C.P. Air under the direction of McConachie is a story in itself. In 1948, William A. Mather became the new president of the C.P.R. and it was under his guidance that the railway weathered the first nationwide railway strike in Canada. This event in 1950 was somewhat of a new experience for the railway, but was all a part of the new decade into which the railway was entering. The 1950's were a decade of change and part of this was the dieselization program which saw the end of orders for steam locomotives in 1949, and the complete conversion of the system to diesel power by 1960. Another innovation was a new all-stainless-steel transcontinental passenger train. The original planning for the "Canadian" began in 1953, but by the time it went into service in April 1955 a number of changes had been made.

At the beginning of 1955 Norris R. Crump had succeeded Mather as president and the company was entering a period which would feature diversification to a considerable degree. Mr. Crump remained president until 1964, and chairman of the board until his retirement in 1974.



ANOTHER OF THE DUBS ENGINES, No. 30, is seen under less-than-ideal weather conditions sometime in the 1880's. The location is said to be the engine house at Rogers Pass after a heavy snow storm, but it is very possible that the photo may instead have been taken somewhere East of Winnipeg.

Photo: Canadian Pacific.

In the last twenty-five years Canadian Pacific has changed from a railway company to a large multi-national corporation. Many of the departments of the company have become separate companies, and in 1968 a whole new image was adopted with the common denominator of Canadian Pacific Limited, but with the entities of C.P. Rail, C.P. Ships, C.P. Air, C.P. Hotels and others that we know today. With the presidents since Mr Crump: R.A. Emerson, Ian Sinclair, and Frederick S. Burbidge the company's interests have been well represented, and what was once advertised as the "World's Greatest Transportation System" has now become one of the world's foremost companies.

A SYNOPTICAL HISTORY OF THE CANADIAN PACIFIC RAILWAY FROM 1881 to 1919

By: J.A. Beatty.

1881

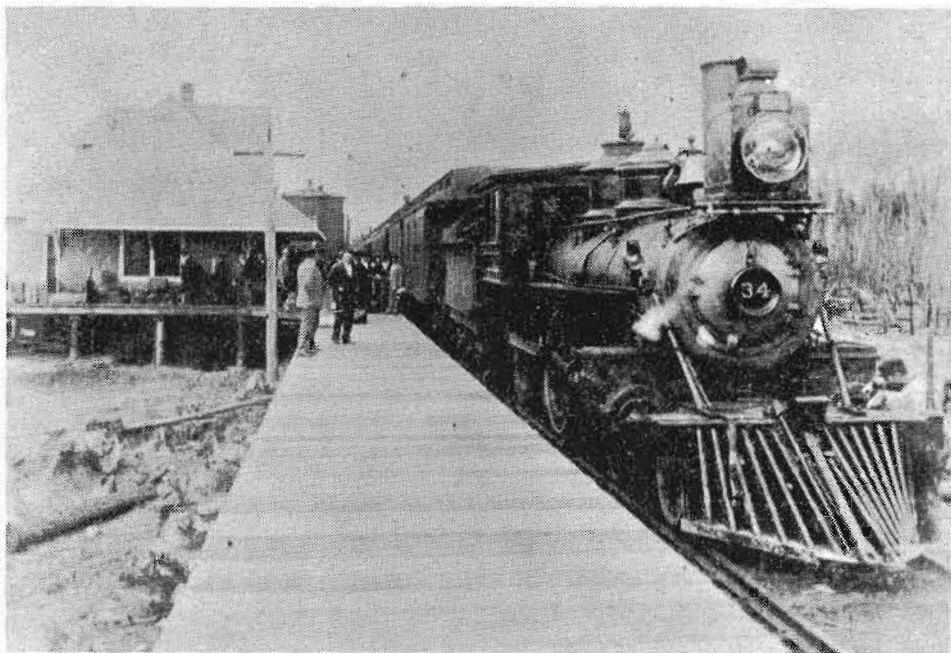
- February 1. House of Commons, Government of Canada, passes the act incorporating the Canadian Pacific Railway Co.
- February 15. Act incorporating Canadian Pacific Railway Co. receives Royal assent.
- February 16. Company organized with George Stephen as president, Duncan McIntyre as Vice President, and R.B. Angus and J.J. Hill as members of the executive committee.
- March 29. First meeting of the shareholders of the company held at 18 Parliament Street, London England.
- March 31. Second meeting of shareholders. Acquisition of Canada Central Railway approved.
- April 9. Order-in-council of government of Canada transfers portions of line already built to the company.
- August 26. First train enters Winnipeg Manitoba over the Red River Bridge.
- September 1. Average price obtained by the company for its first offering of bonds was 92% of par value.

1882

- January 1. William Cornelius Van Horne appointed General Manager of the Canadian Pacific Railway.
- January 18. St. Lawrence and Ottawa Railway acquired by C.P.R.
- Spring. Construction started for 1882 on Prairie section. Before year-end 480 miles of main line were laid. 5,000 men and 1,700 teams of horses employed on work.
- June 19. Government section of line between Port Arthur and Winnipeg completed.
- Western section of Quebec Montreal Ottawa and Occidental railway acquired, so giving access to Montreal.
- December 2. Dalhousie Square station in Montreal opened.

1883

- May 3. James J. Hill resigns from Board of Directors in protest against the decision to build the line north of Lake Superior.



ONE OF THE FIRST TRAINS THROUGH THE CROWS NEST PASS was hauled by C.P.R. No. 34, one of the Dubs engines of 1882. This photo was taken at Fernie B.C. about 1898. Other than the smokestack, there is little outward change in the engine since it was built.

Public Archives of Canada No. C5293.

- May. C.P.R. secures control of the South Eastern Railway in Quebec's Eastern Townships.
- June. C.P.R. leases the Ontario and Quebec Railway, the Credit Valley Railway, and the Toronto Grey and Bruce.
- August 10. First train into Calgary.
- December. Rails reach the summit of the Rockies.

1884

- Spring. Duncan McIntyre resigns as Vice President of C.P.R. W.C. Van Horne appointed Vice President and General Manager.
- August 11. Ontario & Quebec Section opened, making through line Toronto-Montreal via Ottawa.

1885

- September 20. North Shore Ry. (Montreal-Quebec) taken over by C.P.R.
- November 2. Opening of "Canadian All-Rail Route" via North Shore of Lake Superior.
- November 7. Last Spike driven by Sir Donald A. Smith (afterwards Lord Strathcona) at Craigellachie, B.C.

1886

- June 28. First through passenger train left Montreal for Pacific Coast, and arrived Port Moody July 4; first eastbound ex Port Moody July 5.

1887

- May 23. First transcontinental train arrived Vancouver, and left eastbound May 24.
- August 8. St. Lawrence River (Lachine) Bridge and line Montreal-Farnham opened.
- August 15. Montreal-Toronto Short Line opened Montreal-Smiths Falls.
- September 1. South Eastern Ry. taken over by C.P.R.

1888

- August. W.C. Van Horne becomes second President, succeeding George Stephen.
- November 20. Sault Ste. Marie Branch opened.

1889

- February 4. Use of Windsor Station begun by all Ontario and Atlantic Division trains.
- June 2. C.P. Short Line through Maine opened.
- June 3. First through train - "The Soo Train" - from Boston to St. Paul via Montreal and Sault Ste. Marie.

1890

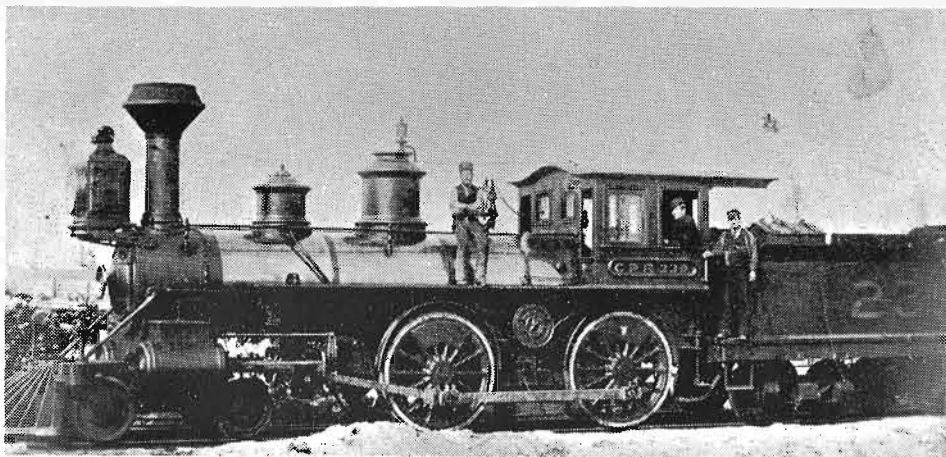
- May Line London to Windsor opened for local business, and for through traffic on June 15.
- September 1. New Brunswick Ry. taken over by C.P.R.

1891

- December 21. C.P.R. took over Montreal & Ottawa Ry. (formerly controlled by Grand Trunk) which was open as far as Rigaud.

1892

- June 15. Okanagan Branch opened.
- November 1. Macleod (Alta.) Section opened.



ANOTHER VERY EARLY LOT OF LOCOMOTIVES built new for C.P. was the group constructed by Kingston Locomotive Works in 1882 and exemplified by No. 239. This engine was originally 68, but was renumbered 239 in 1883, since at that time the low numbers were assigned to Western engines; those east of Lake Superior being given numbers starting at 200. The two sections were not connected until May 1885 when the north shore route was completed.



C.P.R. NO 222 IS DEPICTED ON A CONSTRUCTION TRAIN near Sudbury about 1883. This engine, formerly Canada Central No. 22, was built in Nova Scotia in 1874 and was scrapped in 1895.

Public Archives of Canada No. C11372.

1893

September 14. New transcontinental route opened via Portal in connection with Soo Line.

December 8. Lethbridge Section (Alberta Ry.) taken over by C.P.R.

1894

May 21. Gibson Bridge (Fredericton) opened.

1895

April 29. N.Y.C. Adirondack Route began using Windsor Station.

1896

June 22. Connection established with Q.C.R. at Megantic.

1897

February 1. Columbia & Kootenay S.W. Co. steamers taken over by C.P.R.

May 30. Opening of TH&B Route between Toronto and Buffalo.

1898

- August 15. Place Viger Station opened, replacing old Dalhousie Square.
- September 5. Montreal & Ottawa Short Line via Vankleek Hill opened.

1899

- June 18. Crows Nest Pass line opened.
- June. Thomas Shaughnessy appointed President of C.P.R.

1900

- May 15. Manitoba & North Western Ry. taken over.

1901

- November 3. Rutland RR commenced running over C.P.R. between Iberville Jct. and Montreal into Windsor Station.

1902

- June 16. Imperial Limited Express commenced running three times a week between Montreal and Vancouver; Nos. 1 & 2 running daily.

1903

- October 31. Ottawa Northern & Western Ry. taken over by C.P.R. - Hull to Gracefield, and Hull to Waltham. Extended from Gracefield to Maniwaki Feb. 8, 1904.

1904

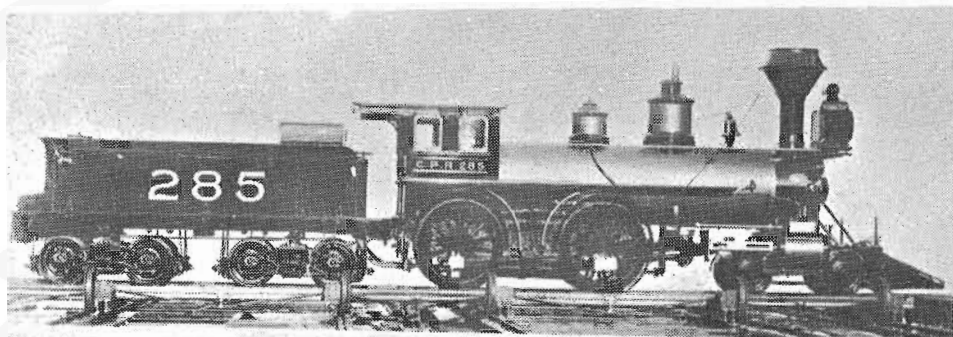
- January 5. Laurentian Line extended Labelle to Nominique.
- June 13. Imperial Limited runs daily between Montreal and Vancouver.
Angus Shops opened in Montreal.
- August 1. Lindsay, Bobcaygeon & Pontypool Ry. leased by C.P.R.

1905

- June. C.P.R. acquires control of Esquimalt & Nanaimo Ry. Victoria to Wellington, 78 miles.

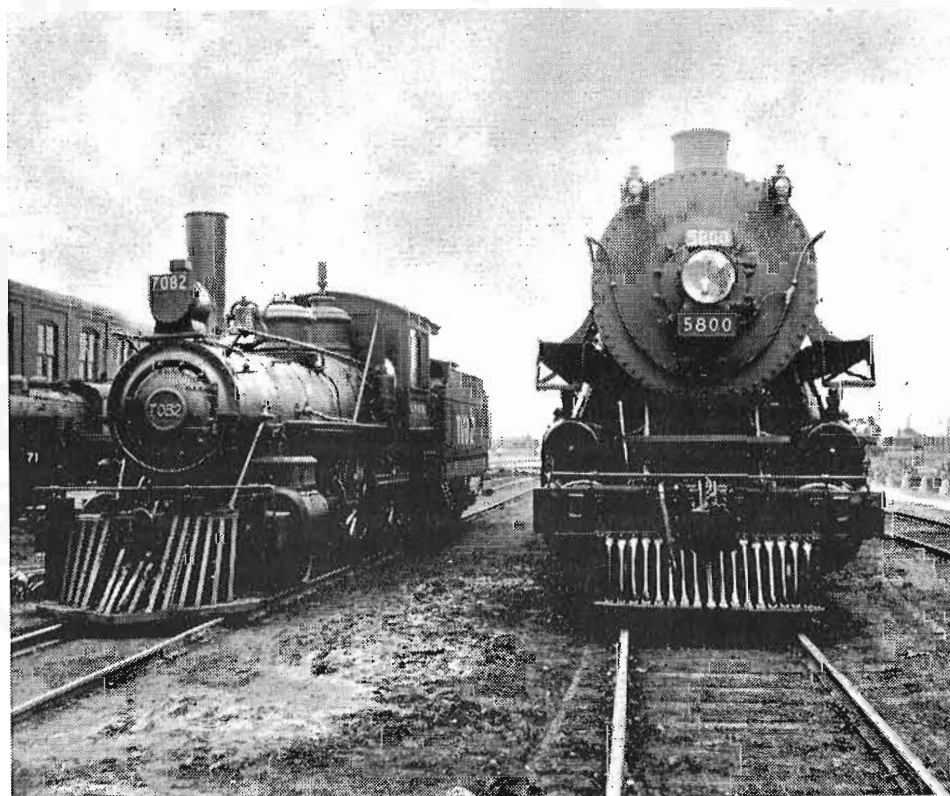
1906

- May 6. Double daily transcontinental service established between Montreal and Vancouver. Nos. 1-2 Imperial Limited and Nos. 96-97 Atlantic & Pacific Expresses.
- December 27. St. Maurice Valley Ry. opened Trois-Rivieres-Shawinigan Falls, to be operated by C.P.R. "for the owners".



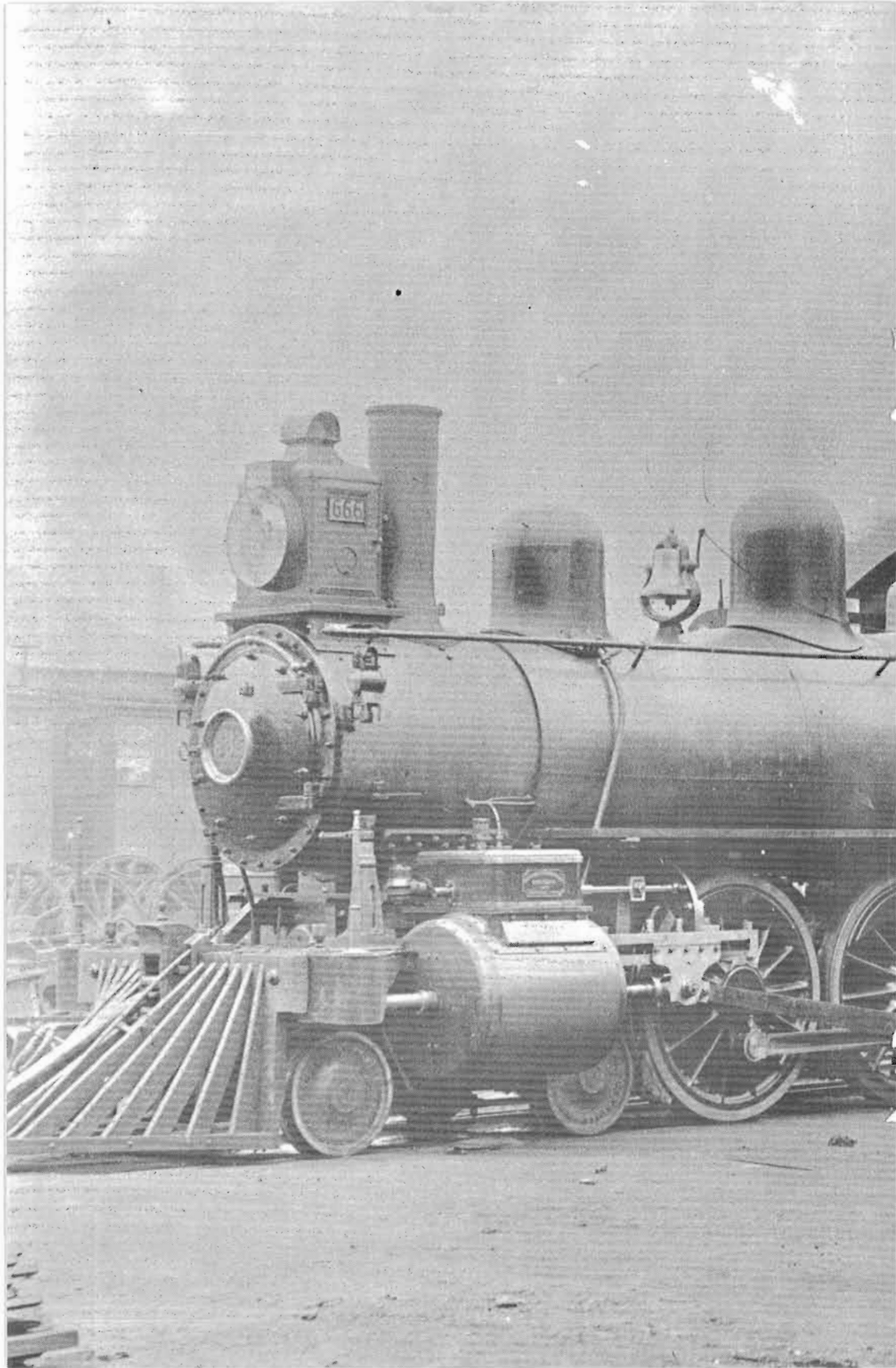
TWO YEARS AFTER ITS FOUNDING, Canadian Pacific built its own main shops near Delormier Ave. in East end Montreal, and there commenced building locomotives as well as repairing them. The first one built by the company was No. 285, built in 1883 and in service until 1920. This was the first of a very long line of company-built engines which came to an end with No. 1201 in 1944.

Photo: Canadian Pacific.



A CONTRAST IN SIZE of locomotives built in the 1880's with those of the twentieth century. No. 7082 on the left was originally No. 281 built by Hinkley in Boston in 1883. No. 5800 was a 2-10-2 built at C.P.'s Angus shops in 1919.

Photo: Canadian Pacific.



BY THE END OF THE NINETEENTH CENTURY the C.P.R. was building the first of its huge fleet of 4-6-0 locomotives. No. 666 was completed at the Delormier shops in July 1898 and is shown here as it was when new. Ten-wheelers were seen on all lines until the end of the steam era, although No. 666, by then renumbered 372, was scrapped in 1928.

Photo: Canadian Pacific.



1907

- July 1. Through Soo-Spokane service began via Soo-Pacific Route and Spokane International Ry.
- July 2. "Trans-Canada Limited" - CPR'S third transcontinental train began running between Montreal and Vancouver, three times per week during July and August.
- August 3. Through coach Montreal-Springfield, Mass. via Newport and White River Jct., Made last trip.

1908

- June 14. Through train service Toronto-Sudbury via "The Muskoka Route".
- June 21. All through car service between Toronto and CPR via G.T. and North Bay withdrawn.

1909

- Double track opened Montreal Smiths Falls, also Fort William-Winnipeg.
- April 26. Wisconsin Central Ry. became the Chicago Divn. of the Soo Line.
- September. Spiral Tunnels completed.
- September 15. Laurentian Line extended from Nominin^oue to Mont Laurier (then called Duhamel or Rapide de L'Orignal).
- December 31. Mileage included in traffic returns for first time now over 10,000 miles - being given as 10,048.

1910

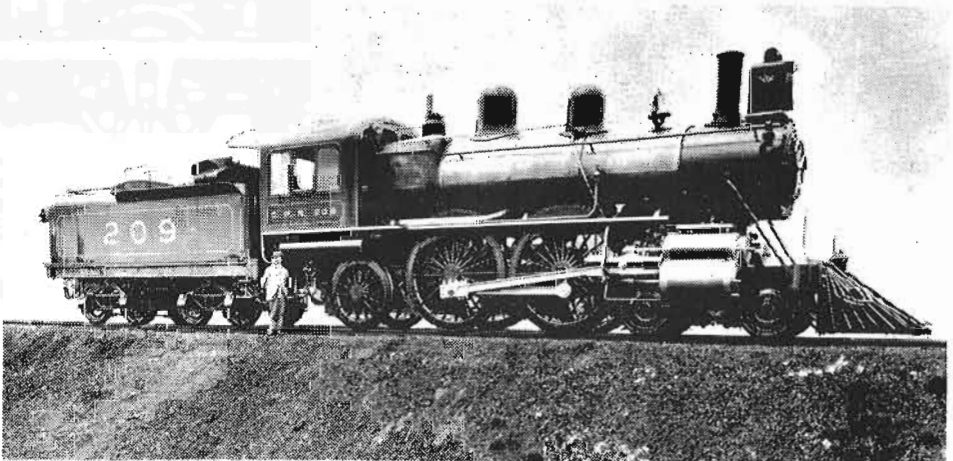
- January 10. New C.P.R. short line to Edmonton opened for traffic, with mixed service twice a week, through train service not established until summer. Gap completed this date between Provost and Hardisty, Alta.
- Marsh 1. Orford Mountain Ry. taken over by C.P.R.
- July 1. Western Lines operated in four Grand Divisions (later called Districts)
- August 14. St.Maurice Valley Ry. extended to Grand'Mere.
- September 5. New night trains put on between Montreal, North Toronto and West Toronto week days only, known as Nos. 98 and 99 - afterwards Nos. 24 and 23 respectively.
- October. Esquimalt & Nanaimo Ry. extended to Cameron Lake.
- October. Line Winnipeg to Portage double-tracked.

1911

- January 15. New Brunswick Southern Ry (West St. John-St. Stephen) became part of Canadian Pacific - Atlantic Div. (afterwards N.B. District).
- Marsh. St. Maurice Valley Ry. incorporated in C.P.R.
- June 4. Orford Mountain Line extended to North Troy, Vt.
- November 14. Double track opened between Smiths Falls and Glen Tay, Ontario.

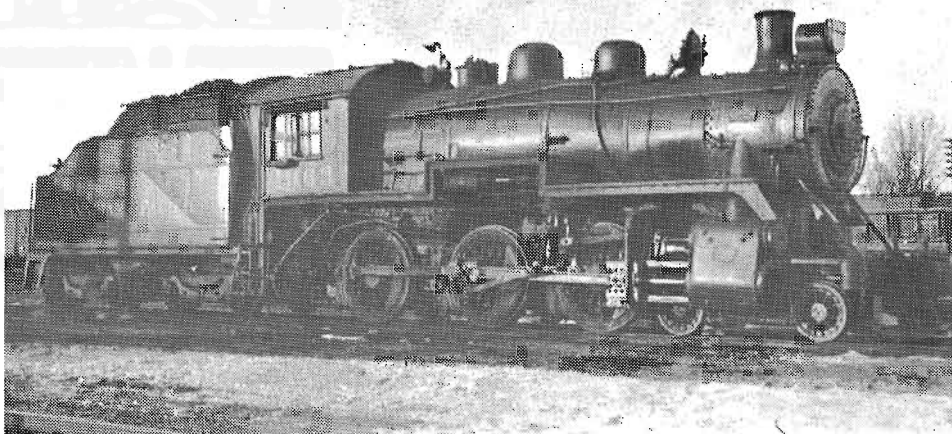
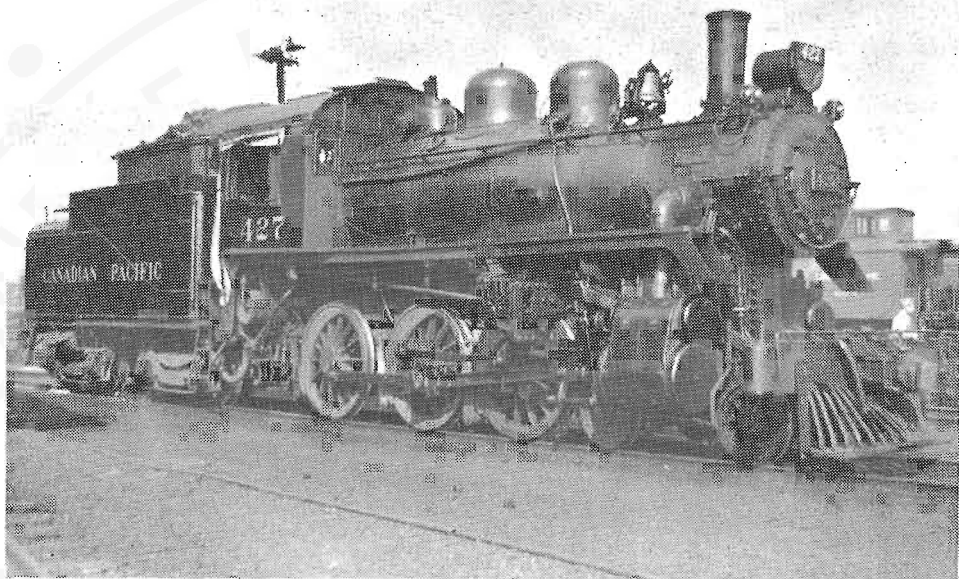
1912

- February. First Steel passenger car (no. 999) placed in service on C.P.R.
- April 1. Alberta Railway & Irrigation Co.'s line (Lethbridge-Coutts, and Stirling-Cardston) taken over by C.P.R.
- May. Kaslo & Slocan Ry. taken over by C.P.R.
- May 4. Port McNicoll Branch from Coldwater Jct. opened with through train from Toronto to connect with first Great Lakes sailing for the season.
- July. Line Rosetown-Conquest and Moose Jaw-Expanse (Sask.) opened.
- July 1. Hamilton-Guelph Jct. line opened.
- October 3. Cap de la Madeleine Ry. purchased by C.P.R.
- October 28. Passenger train service established over Bethany Junc. Line between Havelock and Port McNicoll.



THE LAST DEVELOPMENT OF C.P. ENGINES IN THE NINETEENTH CENTURY was the series of three high-speed 4-4-2's built in 1899. These were the only Atlantic type locomotives owned by C.P. and they had short careers, being scrapped in 1917.

Photo: Canadian Pacific.

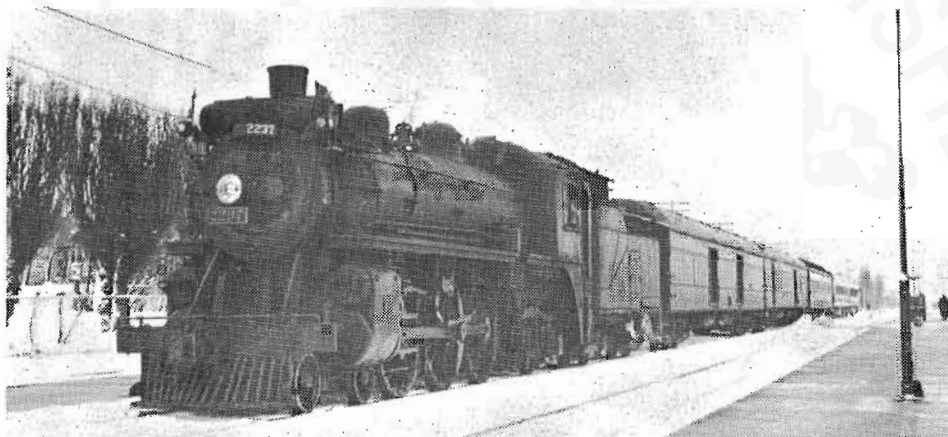


TWO TEN-WHEELERS, BOTH BUILT IN 1912, Nos. 427 and 1063 are of class D-4 and D-10 respectively. Both photos were taken at Farnham; 427 on Oct. 13 1947, and 1063 on Feb. 12 1949.

C.R.H.A. Archives. Toohy Collection.

1913

- January. Ogdon Shops under construction.
Vancouver Depot under construction.
- January 1. Kingston & Pembroke Ry. taken over by C.P.R.
- June 18. E&N Cowichan Branch opened.
- June 19. C.P.R. High Level Bridge at Edmonton opened for traffic.
- July. C.P.R. adopts Eastern Standard Time east of Vanceboro,
Me.



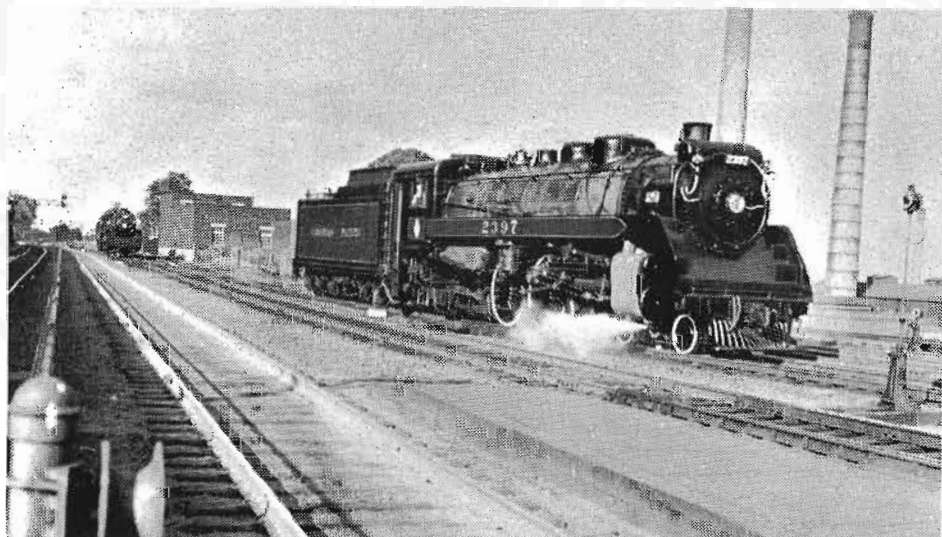
THE SEASON IS DIFFERENT BUT BOTH PHOTOS WERE TAKEN NEAR MONTREAL WEST in the late 1940's. 2237, built in 1914, is hauling the first section of train No. 40 on Jan. 2 1949, while No. 2507, built in 1906, hauls an all-wood passenger extra on Aug. 21 1948.

C.R.H.A. Archives. Toohy Collection.

- September. Edmonton Depot opened.
- October 25. Steamship Service between Saint John and Digby taken over from Dominion Atlantic Ry.
- October 26. Double daily train service inaugurated between Toronto and Winnipeg by addition of new trains 7 and 8 known as Gate City and Queen City Expresses.
- November. Steel for Lethbridge Viaduct completed.
- November 6. St.Lawrence River (Lachine) Bridge opened as a double track bridge.
- December 1. New Brunswick Coal & Ry. Co., Fredericton and Grand Lake Ry., and Southampton Ry. taken over by C.P.R., but operated separately.
- December 5. First "Canadian Pacific Special" running through to Halifax as C.P.R. train to connect with Mail Steamship left Montreal.

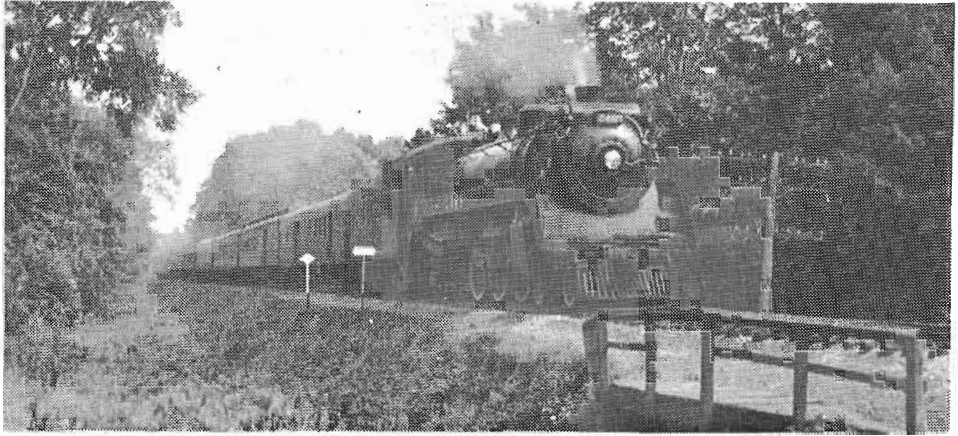
1914

- January. Oil burners in service Vancouver-North Bend.
- February 2. Soo-Spokane-Portland Express made last trip westbound this date. Last eastbound Feb. 5.
- February 27. G.T.P. service into Calgary begun with tri-weekly mixed train.



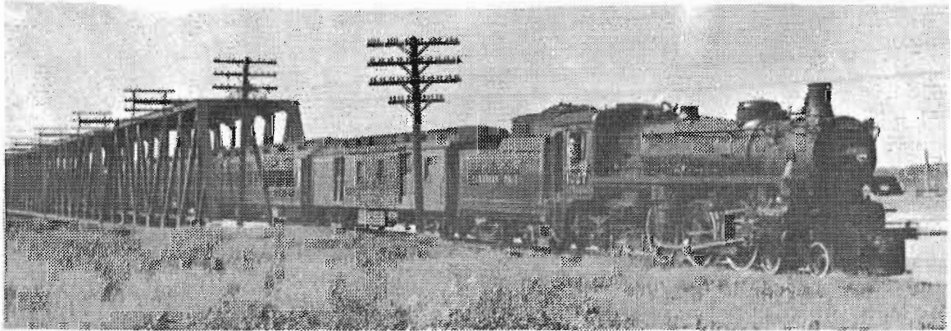
PACIFIC-TYPE No. 2397 was a 1942 product of Kingston, and is shown at the Glen Yard at Westmount P.Q. about 1950.

C.R.H.A. Archives. Toohy Collection.



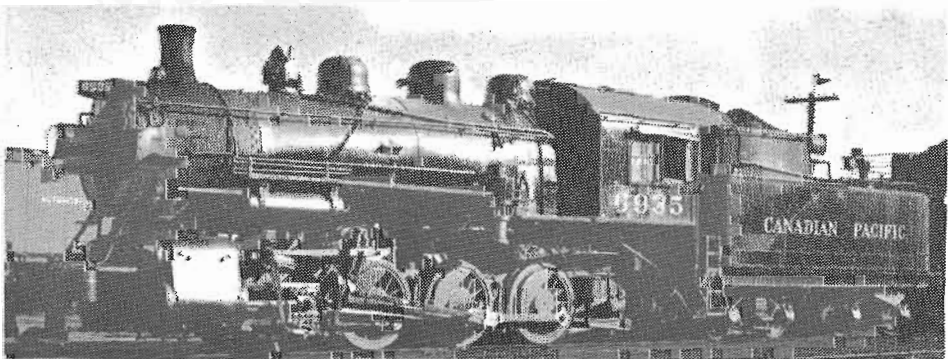
THE LAST PACIFIC TYPE LOCOMOTIVES built for C.P. were ten units (2463-2472) built by M.L.W. in 1948. No. 2469, then new, is shown at Hudson Que. hauling train #505 on June 11 1949.

C.R.H.A. Archives. Toohy Collection.



FOLLOWING THE COMPLETION OF ITS HOME-BUILT 1200 and 1201, C.P. ordered 100 more of these light Pacifics from other builders. No. 1227, here shown on an Ottawa-Toronto pool train at Ottawa West, was built by M.L.W. in 1946.

C.R.H.A. Archives. Toohy Collection.



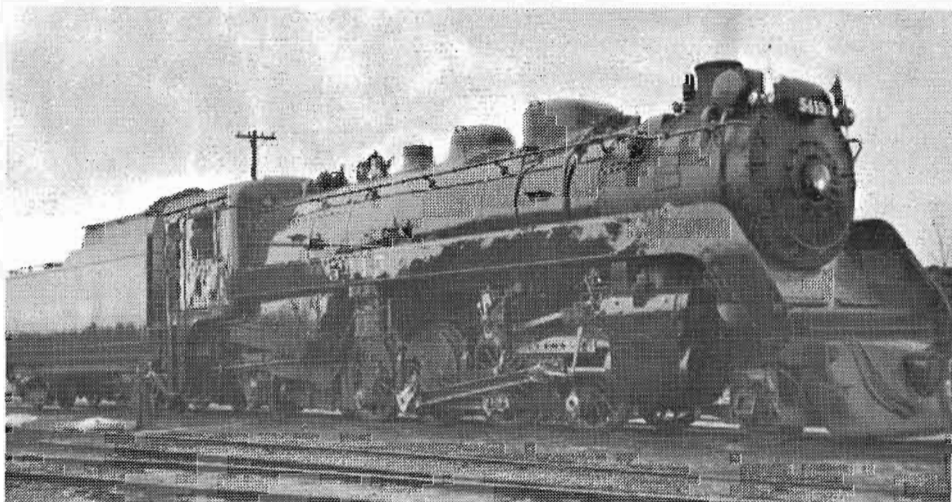
No. 6935, shown here at Hochelaga on Oct. 15 1949 had started out as a 2-8-0 No. 3548 in 1909 before being converted to an 0-8-0 in 1929.

C.R.H.A. Archives. Toohy Collection.

- April 8. G.T.P. steel connected across continent at Nechako River crossing, 371 miles east of Prince Rupert. First train reached Prince Rupert April 9.
- May 31. Through Montreal-Chicago service via Windsor and Michigan Central R.R. began with 24-hour trains.
- June 29. Short Line - opened between Gley Tay and Agincourt.
- July. Vancouver Depot opened.
25 steel coaches (1400-1424) placed in service.
- August 11. Alberta Central Ry, Red Deer to Rocky Mountain House, operated by C.P.R.
- August 19. Line Gleichen to Shepard, Alta, via Carseland opened, making practically double track between these points - 41 miles by one line, 45½ by the other.
- September. Line Parksville Jct.-Courtenay (E&N) opened.
- September 27. Gap between Kerrobert and Monitor (75 miles) opened, making complete line Moose Jaw to Lacombe, and a 7th optional C.P.R. route between Winnipeg and Edmonton.
- November 16. Line between Swift Current and Bassano via Empress opened.
- December 13. Express Trains 19-20-21-22 between Montreal and Toronto commence running over Lake Ontario Short Line.

1913-1914

Much of main line west of Winnipeg double-tracked.



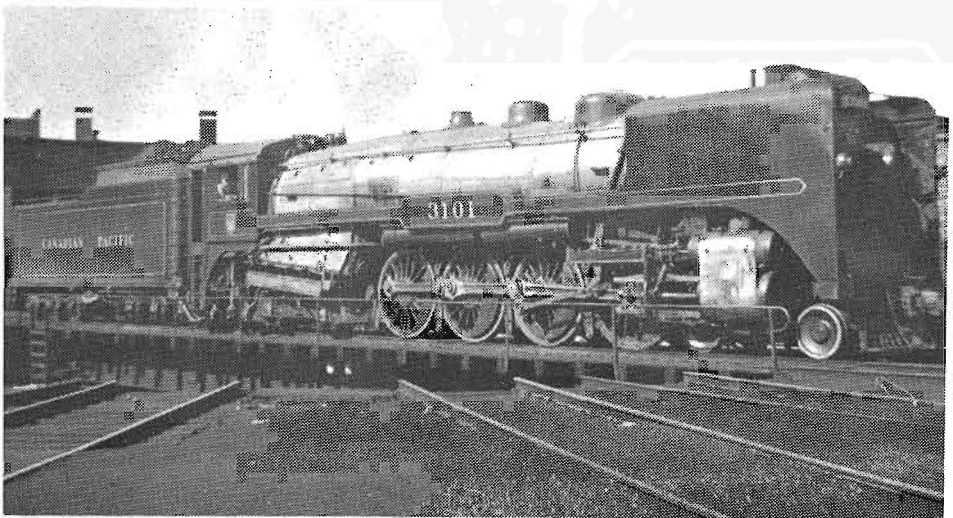
MIKADO-TYPE No. 5415, built by M.L.W. in 1940 at Outremont yard on Feb. 20 1949.

C.R.H.A. Archives. Toohey Collection.



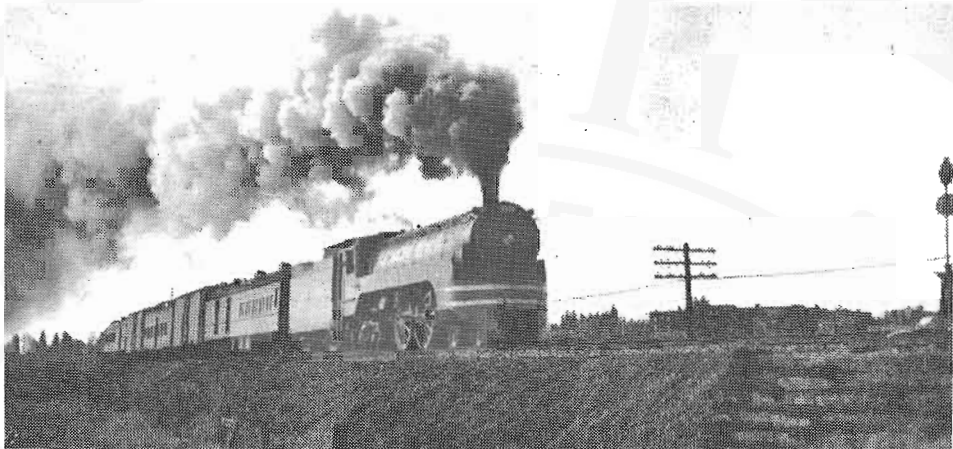
WHEN ONE THINKS OF C.P.R. 4-6-4's one tends to think of the famous streamlined "Royal Hudsons". However the older, unstreamlined, Hudsons also played an important part, and here we see No. 2816, built by M.L.W. in 1930, at Galt Ontario on July 24 1948. Note the catenary overhead. Fortunately, 2816 has been saved and is now in the United States.

C.R.H.A. Archives. Toohy Collection.



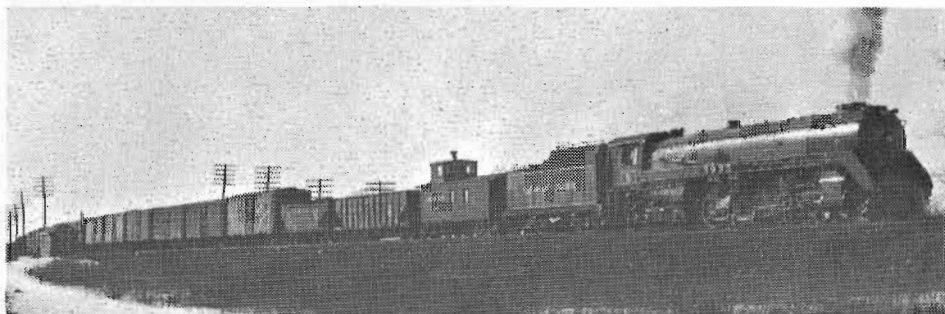
THERE WERE ONLY TWO NORTHERN TYPE LOCOMOTIVES on C.P.'s roster, Nos. 3100 and 3101, both built by C.P. in 1928. No. 3101 was photographed on the turntable at Glen Yard on Aug. 31 1947. After these two Northern's were completed, only three more locomotives would be built in C.P.'s own shops.

C.R.H.A. Archives. Toohy Collection.



STREAMLINED JUBILEE-TYPE 4-4-4 No. 3004 running at high speed near St. Vincent de Paul Que. in 1947.

C.R.H.A. Archives. Toohy Collection.



IN 1949 CANADIAN PACIFIC TOOK DELIVERY OF ITS LAST STEAM LOCOMOTIVES, Selkirk-type 2-10-4's Nos. 5930-5935. No. 5930 is being swithche out of the Montreal Locomotive Works plant on Feb. 19 1949, while in the second view we see No. 5935, the last of the class, on a test run at Grovehill, near Montreal, on March 20 1949. 5935 had been delivered only eight days before, and was the last of a long line of C.P.R. steam locomotives going back many years.

C.R.H.A. Archives. Toohy Collection.

1915

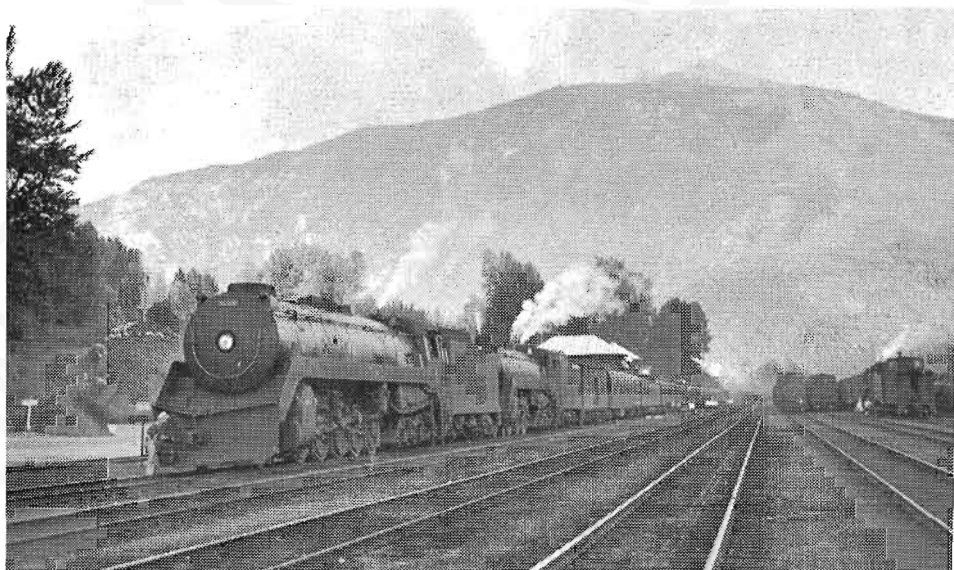
- January 1. Kootenay Central Ry. Golden to Colvalli completed, and operated by C.P.R.
- January 23-24. Canadian Northern rails connected near Kamloops, completing C.N. transcontinental line.
- April. Southampton Ry. absorbed by C.P.R.
- May 30. Glengarry and Stormont Ry., St. Polycarpe Junc. (now DeBeaujeu) to Cornwall, Ont., opened and taken over by C.P.R.
- June. Kettle Valley Ry. opened Midway-Merrit. D.T. swing bridge at Lachine Canal in Service.
- July. Kettle Valley Ry. opened Spences Bridge-Midway.
- July 31. G.T., T&NO, and N.T.R. established a through tri-weekly passenger service between Toronto and Winnipeg, making about same time as C.P.R.
- November 1. Canadian Northern Ry. established tri-weekly service between Toronto-Winnipeg and Edmonton-Vancouver.
- December 19. Engineers drilling the Connaught Tunnel met in centre, $2\frac{1}{2}$ miles below the top of Mount Macdonald.

1916

- February 1. Lake Erie & Northern Ry. (leased by C.P.R.) starts operation between Galt and Brantford. May 30 line extended to Simcoe, and July 22 to Port Dover.
- June 14. New North Toronto Station opened.
- July 31. Kettle Valley Line completed and through service began between Nelson and Vancouver via Midway, Penticton and Hope.
- August 10. New Quebec Palais Station opened. First train left for Montreal 11.55 PM.
- October. "Divisions" changed to "Districts". "Numbered Divisions" changed to present Divisions.
- December 9. Operation of trains through Connaught Tunnel began.

1917

- April. Glen cars changed from 1 D.R., 1 Cpt. to 1 D.R., 3 Cpt., same as Mounts. 24-hour time system discontinued in Folder "A".
- September 29. Quebec Bridge N.T.R. final span bolted into place.
- October 1. D&H began using Windsor Station, vice Rutland who now use G.T.R.



IN 1950 STEAM WAS STILL KING ON THE C.P. MAIN LINE, and these views of No. 5920, built in 1938, were taken at Field and Revelstoke B.C. on August 9 1950.

C.R.H.A. Archives. Toohy Collection.

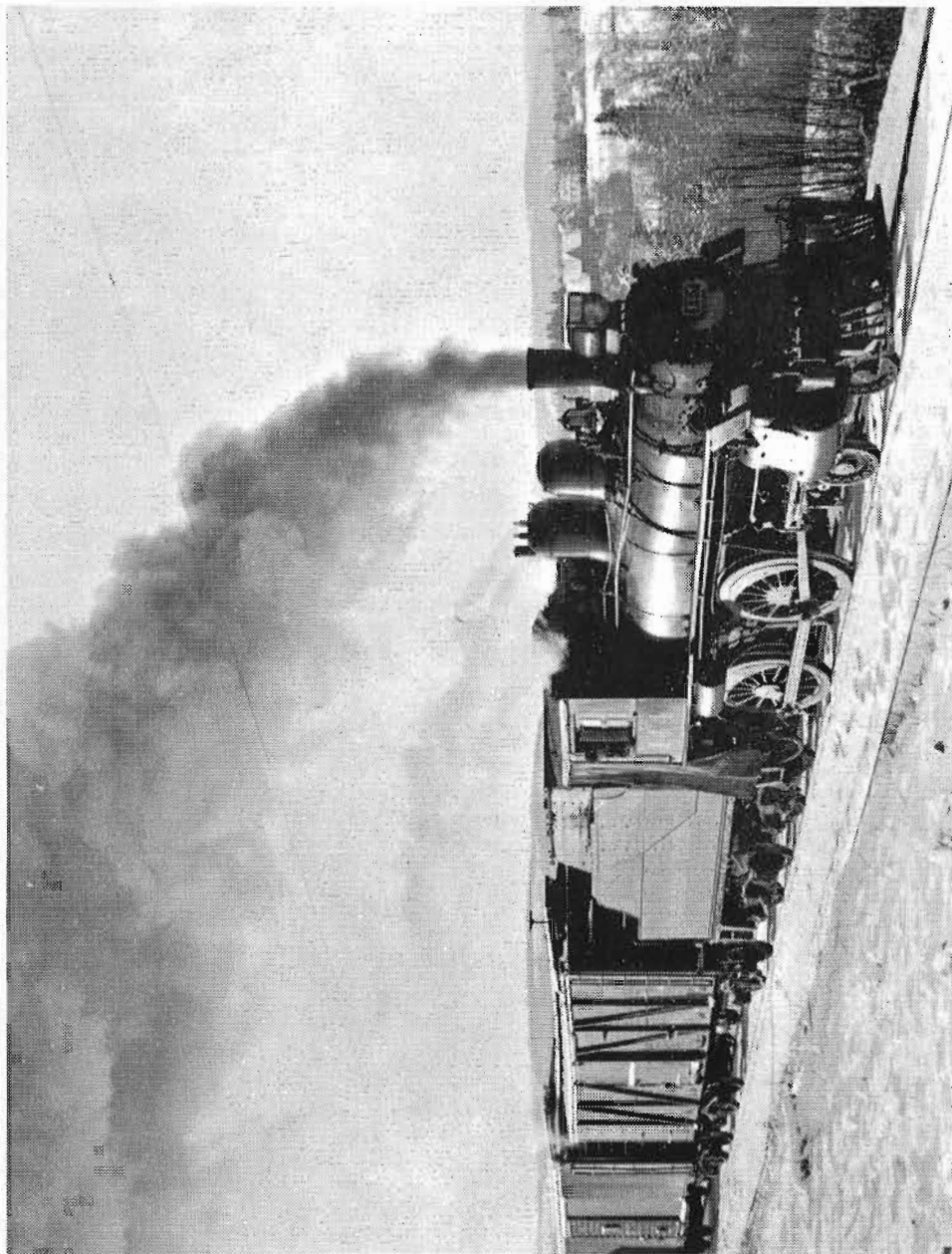
1918

- January 1. Interchange with Nor. Pac. Ry. at Sumas or Huntingdon, B.C. discontinued and interchange at Vancouver arranged for (but never made effective as Nor. Pac. have no passenger service to or from Vancouver). Passenger interchange was arranged later in same year with Great Northern Ry. at Vancouver.
- January 1. Federal Control of U.S. Railways began under U.S.R.A., but C.P. lines in U.S. not included.
- January 6. Many passenger trains withdrawn by agreement and as result of work of Canadian Rly. Assoc. for National Defence, in order to conserve fuel and facilitate freight movements.
- July 4. Double track between North Toronto and Leaside completed.
- October 10. Edward W. Beatty becomes fourth President of Company.
- October 21. Canadian Northern Ry. Tunnel under Mount Royal (3.35 miles) opened for traffic and through service established between Montreal and Ottawa, Sudbury, etc.

1919

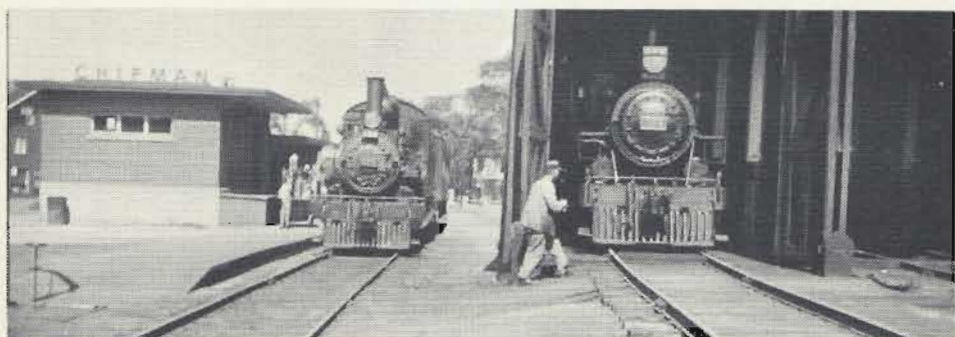
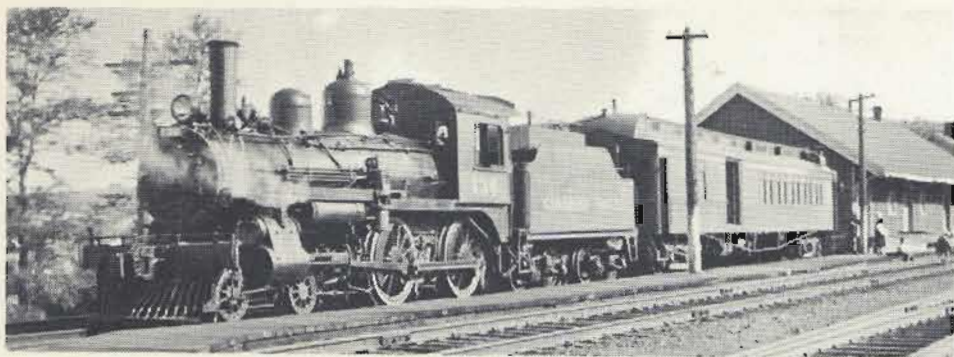
- February. Exterior of Toronto Union Station completed.
- April. Canadian National Rys. formed, including Canadian Northern, Can. Govt. Rys., Halifax & Southwestern Ry.
- June 1. First trip "Trans-Canada Limited" - all sleeping car trains- between Montreal, Toronto and Vancouver. Running time westbound 93½ hours, eastbound 92¼. Left Montreal 3.30 PM, Toronto 7.15 PM, Vancouver 7.30 PM.
- July. 5300 series engines placed in service.
- September. 2300 series engines placed in service.
- November 30. New double train service (6 days per week) between Montreal and Saint John, N.B. (Trains 15, 16, 39 and 40) began.
- December. "Trans-Canada" discontinued until May 2nd 1920.





AS THE ERA OF STEAM SLOWLY CAME TO AN END on Canadian Pacific, three locomotives of the pioneer days continued in service, as an almost unbelievable survival from the 1880's. Numbers 136, 144, and 29 had been built in 1883, 1886, and 1887 respectively, and were used on the Norton-Chipman line in New Brunswick, where light bridges precluded the use of heavier motive power. These two classic scenes show two of them in action. No. 136 takes water at Perry tank on May 25 1949, while the winter scene shows No. 144 at Bellisle N.B. on January 1 1951, the opening day of the second half of the twentieth century!

C.R.H.A. Archives. Toohy Collection.



IN THE LATE 1950'S THE THREE 4-4-0's were still in service on the Norton-Chipman line. 136 and its one-car train waits at Norton on August 30 1958, while later the same day it was photographed at Chipman beside 144. But time was running out. Little more than two years later, No. 29 pulled a special excursion train from Montreal to St. Lin on November 6 1960, and was then retired. This was the last official steam operation on Canadian Pacific, just one day before the seventy-fifth anniversary of the driving of the last spike. It is ironic that an engine built as long ago as 1887 was the one which brought the era of steam on the C.P.R. to a close. Happily, however, all three of these 4-4-0's have been preserved.

Photos by Fred Angus.

BACK COVER:

THE LAST LOCOMOTIVE BUILT BY CANADIAN PACIFIC was No. 1201, outshopped from C.P.'s Angus shops in June 1944. In this view, taken on April 30 1949, No. 1201 is seen at Montreal West at the head end of train #29 en route to Perth. Like the engine on the front cover, 1201 is also still in use on special steam excursion trains.

C.R.H.A. Archives. Tooley Collection.

