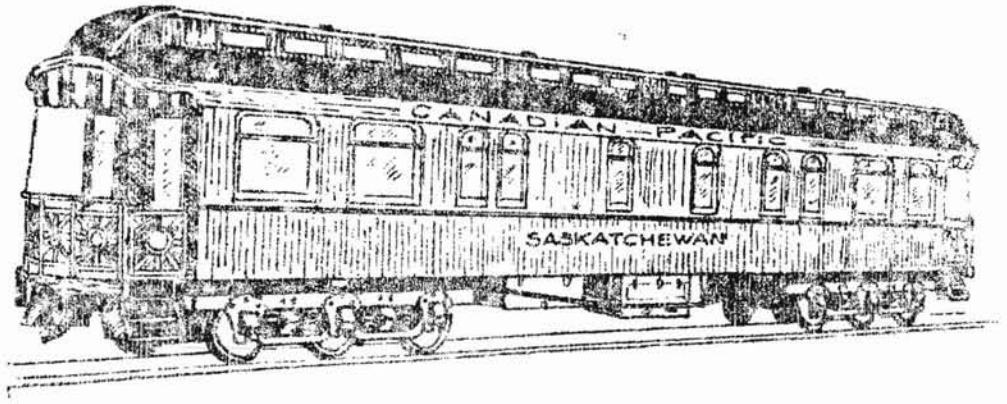
CANADIAN RAILROAD HISTORICAL ASSOCIATION INCORPORATED

BULLETIN 19



OFFICIAL CARS

of the

CANADIAN PACIFIC RAILWAY

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by Omer S. A. Lavallee.

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I N T R O D U C T I O N

Sir William Cornelius Van Horne was one of the big names in the administrative history of the Canadian Pacific Railway. Brought in by the Directors of the Company to superintend the construction of the pioneer Canadian transcontinental railway, he established his headquarters at Winnipeg, and in the few intervening years between the date of his appointment and the driving of the last spike, he established a reputation for getting things done, quickly and effectively. Supervising the construction of a railway is ordinarily no small task, but the building of the Canadian Pacific, so extraordinary in almost every other sense, imposed its burden particularly on Van Horne, due to the length of the lines of communication. His headquarters at Winnipeg were about midway on a main line which was, at that time, more than 2,900 miles long. His responsibilities constantly took him from his headquarters to the scene of construction, or to the Company headquarters in Montreal, and, in those trying days between 1883 and 1885, Van Horne spent more time on the road than he did anywhere else.

Consequently, his official car SASKATCHEWAN might be said to have been the symbol of Sir William. Gracing the rear of the PACIFIC EXPRESS, coupled to a freight, mixed, or supply train, or standing in a siding, the SASKATCHEWAN was Sir William Van Horne's "home on the rails". It participated in many notable events, too. When it had but two years' service with the Company, the car conveyed its distinguished occupant and his guests to Craigellachie, in Eagle Pass, British Columbia, on that November 7th in the year 1885, when the last spike was driven. After the Canadian Pacific Railway had become an accomplished fact and had begun to spread its roots through the Canadian countryside, Van Horne experienced a speed demonstration in this car between Brandon and Winnipeg in August, 1906, when engine 832, a 4-6-0, pulling a baggage car, the SASKATCHEWAN and Sir William Whyte's MANITOBA, attained a speed of 79¾ miles per hour near Bagot, Man. The whole 134-mile trip took only 120 minutes and despite the smooth riding qualities of the SASKATCHEWAN, (which at that time was equipped with all of the amenities of life in 1906, including the Gould electric light system) it must have been a torturing trip over roadbed never meant for anything approaching that speed.

In this manner, he marked significant events in his career, like many another railway official. The SASKATCHEWAN served him as his office on the road from the time it was bought new from Barney & Smith (Dayton, Ohio car builders) in 1883. Sir William has gone to his reward these many years, but the old SASKATCHEWAN, now known simply as car 38, is still in use. Many people have been entertained by the stories of this CPR pioneer, and about the railway he pushed to completion, but what about the SASKATCHEWAN, and about the other official cars which have been in use these seventy-four years ? The answer to that is the purpose of this compilation.

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THE PURPOSE OF THE OFFICIAL CAR

To enable the railway operating official to function efficiently, ubiquitously, throughout the division, district or region that is his particular care, an official car is assigned to each division Superintendent (except those in charge of Terminals), district General Superintendents, and regional Vice President and General Manager. Special cars are assigned as well to the Chairman of the Company, its President, and its operating and traffic Vice Presidents. There are a number of spare cars in the same category which are not specifically allotted, for the use of the non-operating Vice Presidents, other officials and traffic officials, whose requirements in a transportation sense are not as well defined or regular as those of the operating staff.

For the use of the general officers aforementioned, the Company maintains a fleet of official cars, many of them modern steel cars. In practice, it might be said that all officers above the rank of division Superintendent are assigned steel cars, while the older wood-constructed cars, are used by the division officers. The divisional cars are most familiar, because the Superintendent's art regularly calls for him to act as administrator, judge, practical railwayman, and not infrequently, somewhat of a magician. His job is in the intermediate stage between strict railway operation, which is the duty of his subordinates, to the same degree as administrative duties are, or should be, the particular care of his superiors. Consequently, he has to be everywhere at once, literally and figuratively, and the official car provides his sleeping, eating and office facilities on the road.

Notwithstanding the sleek impressiveness of the steel official cars, the wood-built cars are the interesting ones to the historian; they are the cars with individual stories behind them -- the cars with character. They are old in a chronological sense, but excellent workmanship and intelligent maintenance throughout the years have been responsible for keeping these cars in service.

Contrary to the general impression, official cars are not unduly elaborate and seldom provide facilities not found in the average home. They are designed in consideration of the comfort of those who use them -- men who frequently spend a recognizable portion of their lives travelling over the system, observing for themselves what changes and improvements are necessary to keep the railway plant in order and functioning efficiently.

SIX THOUSAND FEET OF "BUSINESS"

At the present time (January 1955) there are sixty four official cars used by the Canadian Pacific Railway Company and by its subsidiary railway companies in Canada. Twenty-six of these cars carry names rather than numbers, and they are assigned to the officers of General Superintendent's rank, and upwards. Twenty six other cars are numbered, the majority of which are used for division Superintendents, and finally, there are twelve cars assigned specially, such as instruction cars, dynamometer car, vision test car, pay car, school cars and a forestry car, all numbered, and an unnamed

and unnumbered dental car.

These cars comprise but slightly more than half of the total number of railway cars utilized for these varied purposes in the history of the Company. Up to the end of 1954, there have been 123 known cars collectively classifiable as "official" cars which include the regular business or so-called "private" cars, all of the listed special types of cars, as well as some others including hospital and photographer's cars. By the way, the term "private car" is a misnomer as far as railway official cars is concerned. A "private car" is exactly what its name implies -- a railway car owned by a private individual such as the car "Cromarty" which, before its purchase by the CPR, belonged to capitalist sportsman J.K.L.Ross, or the "Eatonia" -- the personal property of Timothy Eaton, magnate of the Canadian retail trade. Incidentally, both of these cars were purchased by the Canadian Pacific Railway for conversion to official cars, and both are still in use. Just by the way, Mr. Eaton had another car named "Eatonia", which the Canadian National Railways later purchased from him.

If all of the one hundred and twenty-three official cars, of which we have record, could have been in existence at once, so that they could be coupled together, they would make a train some six thousand seven hundred feet long, embracing just about every style of passenger train car that has ever rolled the rails. They have been designated by various means, some numbered and some named. Many of them go back pretty far, too. The oldest car of which there is definite record is the venerable "Sherbrooke" assigned to the General Manager of the Quebec Central Railway; this car was built for the Baltimore & Ohio Railroad in the United States as the car "Maryland" in the year 1872. Candidate for the oldest official car in use on the Company's line proper seems to be an arbitrary choice between car no.1 and car no.37, both, coincidentally enough, assigned to divisions in the New Brunswick District. No official record has been preserved as to the building date of either of these cars, but they are at least seventy five years old. Car No.1 was acquired in 1882 from the Saint Lawrence & Ottawa Railway, who undoubtedly had had it for some years prior to its disposal. Car 37 was acquired with another car from the Manitoba & North Western Railway when that line was leased by the CPR on May 1st, 1900, but almost certainly was acquired second hand by the M&NW, probably from a United States road.

As to the long and short of the interesting story of official cars of the world's greatest privately-owned travel system, the longest business car ever owned is still in use; it is the presently-designated car LOCH LOMOND and it is 77'4" long. The shortest car ever owned was second no.11, formerly Manitoba & North Western Railway No. C-2. It was rebuilt to a boarding car in 1926 and later scrapped; compared with it, a caboose was roomy -- second no. 11 was only twenty nine feet long over frame.

Between the two extremities have been assembled as interesting and representative a collection of official cars as the most discerning Master Car Builder could have wished for. They were a sight to behold, too, in the days before steel cars, when all of the Company's passenger train cars were finished in natural varnished wood, rather than in the tuscan red of the present colour finish.

Among the types of wood used on official car exteriors are mahogany, whitewood, pine and cherry.

A SLEEPING CAR NAMED "AUSTRALIA"

The desire to assemble a record of Company official cars started back in 1946 when the author took a picture of car No.4 at Smiths Falls, after reading a story about Mr.Van Horne's SASKATCHEWAN. Subsequently showing the picture of No.4 to a veteran of the official car service, it was learned that No.4 had once been a sleeping car named "Australia". Pursuing the thread from there, records indicated that it had also borne the name SASKATCHEWAN at one time, and here was a ready-made dilemma ! Mr. Van Horne's first SASKATCHEWAN, the one referred to at the beginning of this story now carries the number 38, and in addition a steel SASKATCHEWAN had been built in 1930 and was still in use, making three SASKATCHEWANs. Solution of this problem innocently unlocked a flood of other names, dates and units including, incidentally, another SASKATCHEWAN. When all of this data was listed, tabulated and catalogued, it was found that the most frequently used named was BRITISH COLUMBIA, which has been carried seven times by six different cars (one car having used it twice, separated by an interval when it carried another name).

The most consistently used name is METAPEDIA, which has been carried continuously from 1882 to the present date by three cars. The name SASKATCHEWAN was introduced in 1883, and except for a year's gap in 1916-17, that name as well has been used continuously since 1883.

The reader may wonder about the selection of some of the names. Many have been bestowed because of personal associations of men who used the cars. For example, each car assigned to Sir Thomas Shaughnessy bore the name KILLARNEY, an ancestral association, while the cars used by Sir Edward Beatty were usually called THOROLD after his Ontario birthplace. Thus, as cars were redistributed from time to time, the names changed with the redistribution, with the result that most of the names presently used have been carried several times on as many cars.

As far as numbering is concerned, one- and two-digit numbers have been used consistently in recent years, though there were a few exceptions with some of the earliest cars. Two cars have had the distinction of carrying the number "1" and it is more by accident than design that the present bearer of the initial digit is one of the candidates for the distinction of being the oldest car on the system. There is absolutely no relationship between the age, size or use of any cars except that, at the present time, division cars carry numbers between 1 and 39, while special cars are numbered above 50. The number 13 has never been used to designate an official car.

GENEALOGY

The assembly of 50 names and 77 numbers, which had been used 242 times on 123 cars, into an understandable list, presented an almost hopeless task. It is impossible to refer to the cars by any particular name or road number, and the well-meaning railwayman who reminisced about "old car number ten" might well be asked which of four cars with that number he referred to.

After trial and error, a system of listing the cars was worked out so that they might readily be located on either one of two lists. A list of cars was assembled (List A) in chronological order, that is, in the order of the date upon which the various units became Canadian Pacific Railway official cars. Then the various units were numbered consecutively, and to distinguish these chronological list numbers from the road numbers, we have placed our initial "L" in front of them. Thus, car No.38 (the present one) is designated "L7" as it is the seventh in the author's chronological list. To locate a given car, reference must be made to List B which is a cross reference between each name and number used, and the various years from the incorporation of the Company. Thus, to find out what cars the Company owned in 1916, for example, the List B has only to be consulted and a note made of the names and numbers used in that year. If details are desired about the particular cars, the L number should be noted for each unit, and the details secured afterward from List A.

While a great deal of time and patience has been expended to make this record as complete and accurate as possible, the possibility that an early unit has been missed is not beyond the realm of probability and additions or corrections to the lists will be appreciated. While the compilation of this work has been carried on over a number of years and a great many official records examined out of a desire to be as accurate as possible, past experience has shown that first versions of such lists have seldom been flawless and if this compilation serves only to bring out some mistakes or omissions, the time used in its compilation has been well spent.

ACKNOWLEDGMENT

Finally, acknowledgment must be made of the indispensable cooperation of my very good friend, Mr. John Tinkler, formerly of the office of the Chief of Motive Power & Rolling Stock of the Canadian Pacific Railway -- now enjoying his retirement. He answered unanswerable questions and probed deep into old records, whose location was known only to him, from memory. Without his help, this record of seventy-five years of official cars of the Canadian Pacific Railway Company would have been impossible.

OMER S. A. LAVALLEE

Montreal, January 1st, 1955.

CANADIAN PACIFIC RAILWAY COMPANY
HISTORY OF OFFICIAL CARS
JUNE 18?2 - DECEMBER 1954.

L#	Weight Length Wheels	History: Date	Record as Official car.	Remarks Builder, record other than official car,
L1	74000# 52' (12)	1882,Jun.1 1886 1910,Mar.29 1920,July 29 1925	1/METAPEDIA 1/CHAMPLAIN 2/NANOOSE 2/BRITISH COLUMBIA	B-Ohio Falls Co. Wrecked,Princeton BC
			- - - - - - - - - -	-
L2	91000# 51'8" (12)	1882,Aug.12 1906 1917,Mar.26 1919,July 3	NO. 77 1/NO. 15 LILLOOET 2/ALBERTA 3/NO. 39	B-Crossen Car Co. exNo.10, owner unknown. (possibly St.L&O Ry.) @
			- - - - - - - - - -	-
L3	87000# 45'10" (8)	1882,Oct.5 1907,May 29	NO. 78 1/NO. 14 2/NO. 1	B-Crossen Car Co. ex St.L&O RY #9,official @
			- - - - - - - - - -	-
L4	80700# 60' (12)	1882 1890,Feb.3	JAMAICA	B- Ex QMO&ORy.#1,official. Burned at Ottawa,Ont.
			- - - - - - - - - -	-
L5		1882	1/NO. 25 NO. 42	B- Pay Car. Ex GTRy. " (?) Scrapped.
			- - - - - - - - - -	-
L6	(8)	1882 (before 1891)	1/No. 7	B- Ex Canada Central,off'l. Scrapped.
			- - - - - - - - - -	-
L7	75700# 60' (12)	1883,Mar.2 1916,Jan.18 " Nov.27 1929,Aug.23	1/SASKATCHEWAN 1/LAURENTIAN 1/QUEBEC 3/NO. 38	B-Barney & Smith Co. @
			- - - - - - - - - -	-
L8	88000# 50' (12)	1883,Mar.5 1917,Mar.24 1920,July 9 1933,Oct.	1/NO. 3 1/BRITISH COLUMBIA 3/NANOOSE 3/NO. 15	B-Crossen Car Co. (Builder also given as "E.Gilbert") @
			- - - - - - - - - -	-
L9	52'4" (8)	1884	1/NO. 26 NO.200 NO.47	B-Dickey & McNeil,Tor. Photographer's car. " " Scrapped.

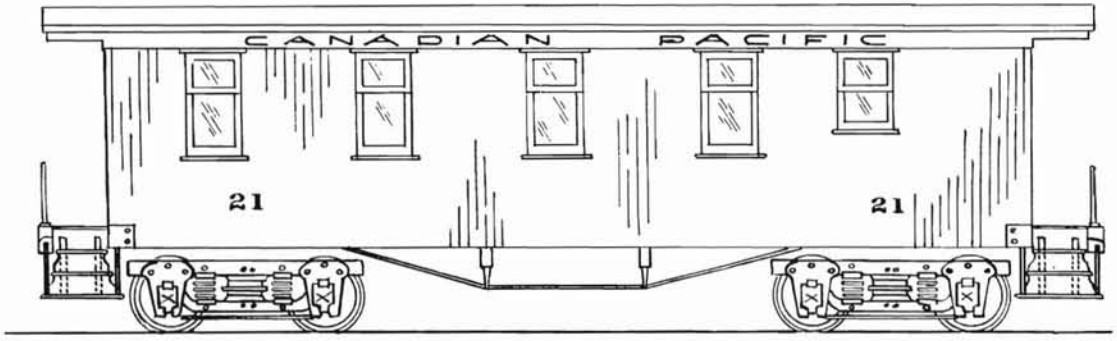
L10				B-
		1884	NO. 216	Pay Car. Ex StL&ORy(#7-)
			1/NO. 43	"
		1898	NO. 48	Photographer's car.
		1903 c.		Scrapped.
			- - - - - - - - - -	
L11				B-
		1884	HUMBER RIVER	Ex Credit Valley Ry.
	(8)	(before 1891)		Scrapped.
			- - - - - - - - - -	
L12				B-
		1884	1/NO. 31	Ex Tor.,Grey & Bruce Ry.
		(before 1891)		Scrapped.
			- - - - - - - - - -	
L13	55200#	187-		B-Old Colony RR.
	50'6"	1884	1/NO. 27	Pay Car. Ex StL&ORy.
	(8)	1902	NO. 40	Photographer's Car
		1907	2/NO. 35	"
		1911	1/NO. 55	"
		1920		Re Boarding 407718.
		Car rebuilt to length 48' in 1902.		
			- - - - - - - - - -	
L14	50000#	1879		B-Crossen Car Co.
	45'2"			Ex QMO&ORy.Baggage Car.
	(8)	1882		North Shore Ry.#1 off'l.
		1885,Sep.19	NO. 245	
		1902 c.	1/NO. 11	
		1907,June 11	2/NO. 14	
		1940,July 10		Scrapped.
		Car rebuilt to length 42' in 1907.		
			- - - - - - - - - -	
L15	62600#	1882		B-Harlan & Hollingsworth
	48'	1885	NO. 71	Ex Langdon & Shepard,
	(8)		NO. 76	contractors.
		(before 1899)	ROSEMERE	
		1907 c.	1/NO. 12	
		(before 1910)		Disposed of.
			- - - - - - - - - -	
L16	80000#	1886,June 18	2/METAPEDIA	B-Barney & Smith
	63'	1930,Feb.24	4/NO. 7	
	(12)			@
			- - - - - - - - - -	
L17				B-
	44'6"			Ex Canada Central Ry.
	(8)	1882		Intern'l of Me.Ry. #3
		1887	1/NO. 1	Pay Car.
			NO. 201	"
		1895	NO. 41	
		1895		Destroyed.
			- - - - - - - - - -	
L18				B-
	47'9½"	1882		Ex QMO&O "Marquis of
		1888	1/No.33	Lorne"
		(after 1891)	1/NO. 20	
		1907	2/NO. 16	
		1920		Scrapped.
		In 1888, this car assigned Pacific Division.		

L19	77300#			B- (QMO&O ?)
	60'5"	1882 Mar.31		QMO&O Plr. "Chapleau"
	(12)	1885 Sep.		CPR Plr."Chapleau"ex NSR
		1890 Mar.31	EARNSCLIFFE	
		1917 Mar.15	2/SASKATCHEWAN	RB to 60'1".
		1928 Feb.29	4/NO. 25	@
			- - - - - - - - - -	
L20	85000#			B-
	47'5"	1885		New Brunswick Ry.#100
	(8)	1890	MAGAGUADAVIC NO. 75	Ex NBRy.
		1904	1/NO. 10	
		1906 Dec.4	NO. 2	
		1941 Aug.22		Scrapped.
			- - - - - - - - - -	
L21	54000#	1899 May 6	NO. 3800	B-CPR Farnham. Dyna-
	36'	1906 Oct.31	2/NO. 38	mometer Car.
	(8)	1911 Mar.31	NO. 63	
		1929 Mar.		Re Boarding #407930
				Scrapped.
			- - - - - - - - - -	
L22				B-
	45'	1882		Ex QMO&O
	(8)	before 1899	NO.2200	Lecture (Instruction)
		1907 July 2	/NO. 36	AB Instruction.
		1910	1/NO. 59	"
		1920 c.		Scrapped.
			- - - - - - - - - -	
L23	127000#	1900 July 30	NO. 72	B-CPR
	77'6"	1902	1/MANITOBA	RB to 70'6".
	(12)	1917 Apl.7	1/ASSINIBOINE	
		1919 Jul.20	3/CHAMPLAIN	
		1930 May 21	CARSELAND	
		1931 Sep. 3	2/NO. 3	@
			- - - - - - - - - -	
L24	100100#			B-
	50'	1900	MINNEDOSA	Ex M&NW "Minnedosa (#1 ?)
	(12)	1917 Apl.1	2/MANITOBA	
		1918 Dec.12	3/NO. 37	@
			- - - - - - - - - -	
L25	45000#	1885		B-
	29'	1900	1/NO. 30	Ex M&NW # C-2.
	(8)	1907 May 7	2/NO. 11	
		1926 Oct.31		Re Boarding#407922
				Scrapped.
			- - - - - - - - - -	
L26	52000#			B-
	33'	1901 Aug.31	2/NO. 31	Ex Van 3569.
	(8)	1907 June 6	2/NO. 17	RB to 35'.
		1937		Scrapped at Ogden.
			- - - - - - - - - -	
L27		1901	CORNWALL	B-CPR Hochelaga
	70'6"	1906 June		Sold Dominion Govt.
		1906 Sept.		RB at Angus Shops.

This car was built for the 1901 Royal Visit and was a twin to the "York". Later inherited by the Canadian National Railways and disposed of.

L28		1901	YORK	B-CPR Hochelaga
	70'6"	1906 June		Sold to Dominion Govt.
		1908		RB at Angus Shops.
		This car was built for the 1901 Royal Visit and was a twin to the "Cornwall". Later inherited by Canadian National Railways and disposed of.		
		- - - - - - - - - -		
L29		1882		B-Crossen as Van.
	30'	1901 c.	2/NO. 26	
	(8)	1904		Rebuilt to Van #3701.
				Scrapped.
		- - - - - - - - - -		
L30		1882		B-Crossen as Van.
	30'6"	1901 c.	2/NO. 27	
	(8)	1903		Rebuilt to Van #3735.
				Scrapped.
		- - - - - - - - - -		
L31		1882		B-Crossen, possibly as
	30'	1901 c.	1/NO. 28	Van.
	(8)	1907	2/NO. 12	
		1911		Scrapped, Field, BC.
		- - - - - - - - - -		
L32		1881		B-Crossen as Van.
	30'	1901 c.	1/NO. 29	
		1904		Rebuilt to Van #3772.
				Scrapped.
		- - - - - - - - - -		
L33		1882 June		B-Crossen
				Ex #200, owner unknown.
		1901	2/NO. 25	Ex Van 112.
		1906	2/NO. 10	
		1913 June 11		Wrecked, Sinclair, Man.
		- - - - - - - - - -		
L34	119000#	1883 May 5		B-Harlan & Hollingsw'th
	58'	1902 Jan.27	1/ALBERTA	Ex Slpg."Kaministiquia"
	(12)	1917 Apl.3	1/ALGOMA	
		1929 Jan.9	NO. 8	@
		- - - - - - - - - -		
L35	52000#			B-
	33'	1902 Apl.11	1/NO. 32	Ex Van #3619.
	(8)	1907 Jun. 7	NO. 18	RB to 35'.
		1934 Apl.		Burned, Prince Albert, Sask.
		- - - - - - - - - -		
L36	58000#			B-
	35'	1902 Dec.4	2/NO. 33	Ex Van #
	(8)	1907 June 17	1/NO. 19	
		1951 Apl.		Wrecked, Romeo, BC
		- - - - - - - - - -		
L37	52000#			B-
	35'	1903 Apl.8	1/NO. 34	Ex Van #3326
	(8)	1907 May 31	2/NO. 20	
		1926 Oct. 8	2/NO. 21	@
		- - - - - - - - - -		
L38	50000#			B-
	35'	1903 Apl.13	1/NO. 35	Ex Van #3318
	(8)	1907 May 31	1/NO. 21	
		1926 Sept.8	NO. 53	Pay Car
		1933 Dec.		Scrapped Winnipeg.

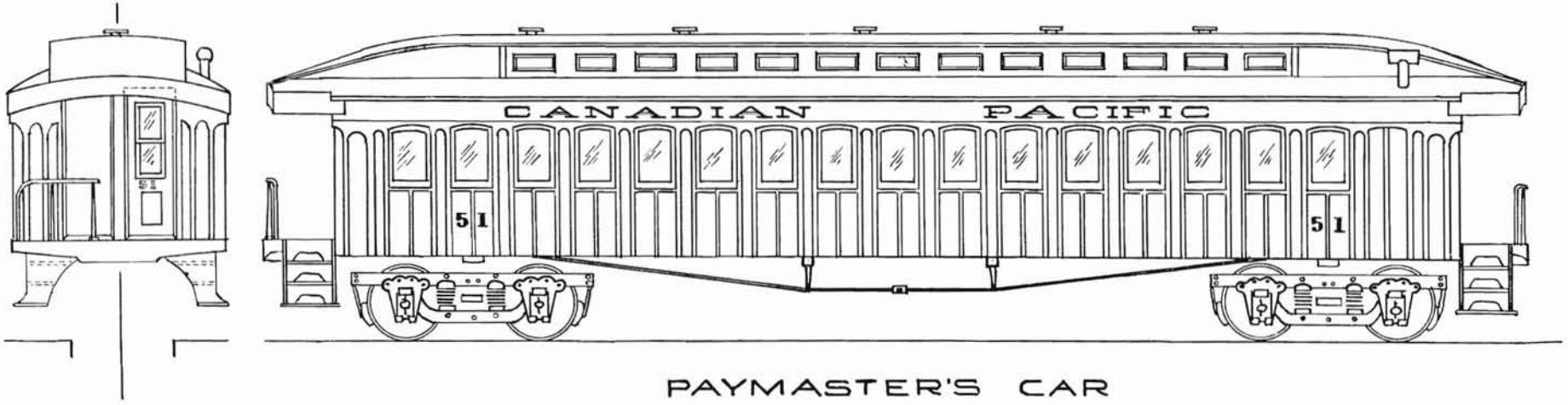
SUPERINTENDENT'S CAR



L38 Though spartan in appearance and unpretentious in accomodation, the 35-foot official car was once a familiar sight everywhere on the Company's lines. The design was evolved at the turn of the century to satisfy an urgent need for Superintendents' cars. A later variation was equipped with a clerestory roof. Nearly two dozen of these little cars were built, but only five remained at the end of 1954.

L57 The pay car was the only official car employees looked forward to seeing. Like many official cars, this one was rebuilt from a passenger car. It was one of at least eight pay cars built as such, though other official cars were pressed into service from time to time as pay cars. Note the double end platform doors used as entrance and exit when paying large numbers of men. The opposite platform had the conventional single door.

SCALE



PAYMASTER'S CAR

L39	52000#			B-
	35'	1903 Apl.15	1/NO. 36	Ex Van 3243
	(8)	1906 Dec. 3	NO. 22	©
			- - - - - - - - - -	
L40	52000#			B-
	47'4"	1882		II Coach #830. Ex CMOO
	(8)	1903	1/NO. 17	
		1907 May 31	2/NO. 15	
		1930 Aug.		Scrapped
			- - - - - - - - - -	
L41	96000#			B-CPR
	56'10"	1903 July		KVR Offl. "Montford"
	(12)	1903 Nov.	MONTFORD	
		1904 Aug.	1/NO. 16	
		1907 June	1/NO. 4	
		1915 Aug.20	ALBION	
		1916 Dec.18	1/ONTARIO	
		1918 Apl.22	2/NEW BRUNSWICK	
		1929 Jan.31	2/NO. 24	@
			- - - - - - - - - -	
L42				B-
	35'	1903	1/NO. 37	Ex Van 3107
	(8)	1907	1/NO. 23	
		1910 Feb.		Destroyed White River, /Ont.
			- - - - - - - - - -	
L43				B-
	35'	1904	1/NO. 38	Ex Van 3624
	(8)	1907	1/NO. 24	
		1921 Sept.		Re Van 435021.
			- - - - - - - - - -	
L44				B-
	35'	1904	1/NO. 39	Ex Van 3770
	(8)	1907	3/NO.25	
		1920 Dec.		Re Van 435020.
			- - - - - - - - - -	
L45	122000#	1905 Sept.14	LETHBRIDGE	B-CPR
	62'	1918 Nov.26	3/ONTARIO	
	(12)	1928 Dec.28	3/NEW BRUNSWICK	
		1930 May 29	2/NO. 6	@
			- - - - - - - - - -	
L46		1906 Jan.6	NO. 3801	B-CPR Farnham. Dynamom'r
	28'	1907 May 17	2/NO. 39	Dynamometer.
	(8)	1911 Sept.2	NO. 64	"
		1929 Dec		Scrapped Angus.
			- - - - - - - - - -	
L47	52000#	1906 Sep.28	3/NO. 26	B- CPR
	35'			
	(8)			©
			- - - - - - - - - -	
L48	122000#	1906 Sep.29	1/KILLARNEY	B- CPR
	62'4"	1910 Jul.20	1/LOCH LOMOND	
	(12)	1919 Oct.18	1/MOUNT ROYAL	
	ss	1924 Aug.19	2/LOCH LOMOND	©
			- - - - - - - - - -	
L49	58000#	1907 Feb.28	2/NO. 28	B- CPR
	35'	1939 Apl.		Scrapped Winnipeg.
	(8)			

L50	57'2"	1890		B- Crossen.
	(8)	1907 Mar.31	2/NO. 40	Photograph Car ex I#424
	75000#	1911 Feb.28		Kitchen Car #90
		1925		Boarding.
		- - - - - - - - - -		
L51	75000#	1890		B-Crossen.
	57'2"	1907 May 31	2/NO. 43	Pay Car. Ex I #427.
	(8)	1911 Sep.30		Kitchen Car #93
		1925		Boarding.
		- - - - - - - - - -		
L52	118000#	1884 Jun.		B- Barney & Smith.
	58'10"	1907 Aug.22	BRUNSWICK	Ex SC "St.Lawrence"
	(12)	1909 Apl.12	1/NANOOSE	
		1910 Mar.29	2/CHAMPLAIN	
		1919 Jul.17	3/ALBERTA	
		1929 Aug.31	NO. 9	@
		- - - - - - - - - -		
L53	49000#			
	35'	1907 Nov. 4	2/NO. 30	B-CPR
	(8)	1933 Dec.		Scrapped.
		- - - - - - - - - -		
L54	49000#			
	35'	1907 Nov.21	2/NO. 29	B-CPR
	(8)	1940 Feb.21		Scrapped.
		- - - - - - - - - -		
L55	49000#	1907	3/NO. 27	B-CPR
	35'	1929 Oct.		Sold Thurso & Nation
	(8)			Valley Railway.
		- - - - - - - - - -		
L56		1902		B-
		1907	NO. 5	Ex I & Dng. #44.
		(before 1912)		Scrapped.
		- - - - - - - - - -		
L57		1882		B-
	50'	1907 c.	2/NO. 34	
	(8)	1912 Oct.	1/NO. 51	Pay Car.
		1918 Aug.		Destroyed, Montreal.
		- - - - - - - - - -		
L58	72'	1908 Apl.27	2/NO. 37	B-CPR
	(12)	1911 Apl.27	1/NO. 60	Instruction car.
	148000#	1940 Apl.4		Re Boarding #411419.
		- - - - - - - - - -		
L59	35'	1908 Aug.11	3/NO. 31	B-CPR
	(8)	1936 Dec.		Destroyed Corra Linn PC
		- - - - - - - - - -		
L60	200000#	1910 Jun.8	2/KILLARNEY	B-CPR
	73'2"	1918 Apl.10	WHITEHALL	
	(12) su	1919 Apl. 4	1/THOROLD	
		1924 July 30	2/MOUNT ROYAL	
		1927 Dec.15	2/SAINT ANDREWS	@
		Car rebuilt to 75'6" and equipped with steel underframe in 1924.		
		- - - - - - - - - -		
L61	65000#	1890 Jul.31		B-Barney & Smith.
	64'4"	1910 Oct.29	1/NEW BRUNSWICK	Ex SC "Sherbrooke".
	(12)	1916 Nov.12	2/LAURENTIAN	
		1918 Mar.18	2/ONTARIO	
		1918 Dec. 6	3/LAURENTIAN	

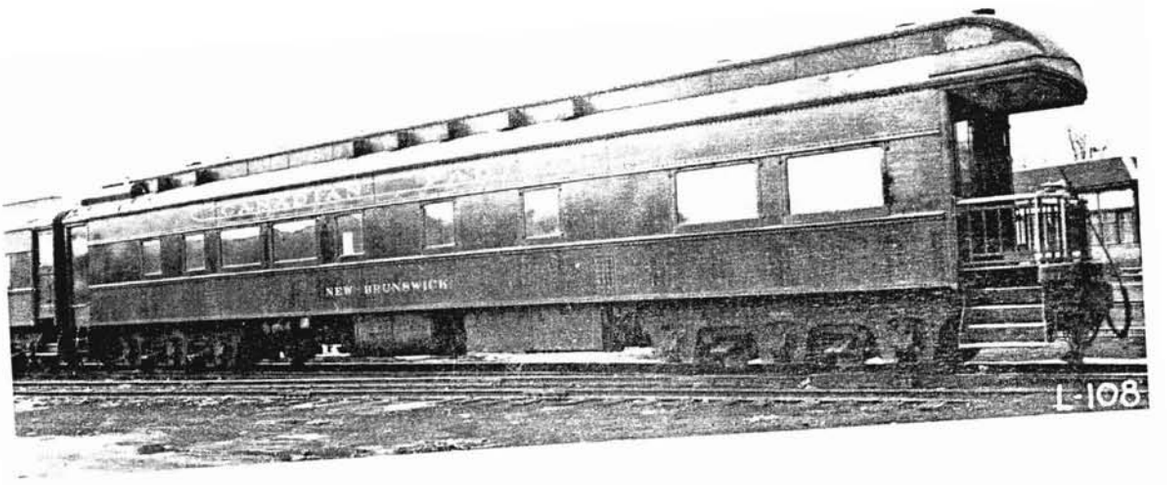
		1923 Mar. 5	SELKIRK	
		1925 May 29	3/BRITISH COLUMBIA	
		1928 Dec.12	3/NO. 16	@
L62	35'	1911 May 28	2/NO. 32	B-CPR
	(8)			@
L63	35'	1911 Aug.24	3/NO. 33	B-CPR
	(8)	1941 Aug.31		Scrapped.
L64	91000#			B-Pullman
	64'6	1909 Mar.31		Alta.Ry. & Irrigation.
	(12)	1911	CARSLAND	
L64A		1929		Scrapped
L64A		1909 MAR 31		ALTARY 2 IRRIGATION SCRAPPED - APRIL 30, 1916
L65			"CALGARY"	B-
	42'	1882		I #802, ex CCR.
	(8)	1912 Nov.	1/NO. 65	Vision Test.
		1920		Boarding #407720.
L66	35'	1912 Feb.22	3/NO. 12	B-CPR
	(8)	1953 Mar.30		Destroyed Rush Lake, Sask.
L67	35'	1912 Apl.23	2/NO. 5	B-CPR
	(8)			@
L68	35'	1912	1/NO. 6	B-CPR
	(8)	1929		Boarding #402131.
L69	35'	1912 Nov.19	3/NO. 34	B-CPR
	(8)	1941 Aug.31		Scrapped.
L70	72'	1872		B- B&O "Maryland"
	(12)	1908		QCR "Sherbrooke"
	125000#	1912	QCR SHERBROOKE	Assigned QCR @
L71	62'2½"	1896 Jun.30		B-
	(12)	1912	QCR MEGANTIC	Ex QCR
	133000#	1935 Aug.23	QCR BEAUCE	Assigned QCR
		1939 Sep.26	2/NO. 23	@
L72	60'8"	1896		B-
	(12)	1912	DAR NOVA SCOTIA	Ex DAR. Assigned DAR.
	119000#			@
L73		1913	2/NO. 7	B-CPR
	35'	1920 Nov.		Sold Edmonton Dunvegan
	(8)			& Br.Columbia Ry.
L74		1885 Aug.1		B-Crossen. I #185
	56'	1907 Jan.29		II #881
	(8)	1911 Oct.31		#1848
	72000#	1913 Apl.14	NO. 66	Vision Test.
		1929 Apl.		Boarding #409391.
L75	114000#	1893 Jun. 6		B-CPR
	68'5	1913 Sep.21	NOVA SCOTIA	Ex SC "Enoshima"
	(12)	1918 Nov.29	3/MANITOBA	
		1929 Aug.15	3/NO. 11	

L76	132000#	1886	Jul.28		B-Crossen
	67'1"	1913	Nov.14	1/ST. ANDREWS	Ex. Slpg. "Australia"
	(12)	1928	Jan.31	3/SASKATCHEWAN	
		1930	May 20	4/CHAMPLAIN	
		1934	Jan.	2/NO. 4	@
L77	92000#	1883	Mar.13		B/Crossen
	50'	1906	Aug.21		II #850 ex I #88
	(8)	1911	Nov.6		II #1821
		1914	Apl.18	3/NO. 35	@
L78					B-Jackson & Sharp
	45'	1914	July	1/NO. 98	Lecture. Ex II#807
	(8)	1920	Dec.22		Boarding #407813
L79					B-
	47'4"	1882			II #818. Ex QMO&O
	(8)	1914	July	1/NO. 99	Lecture.
		1919			Destroyed CNR.
L80	83000#	1884	Apl.10		B-Crossen I #824
	50'	1906	Nov.9		II #862
	(8)	1911	Nov.7		II #1831
		1914	Aug.7	3/NO. 36	RB CPR @
L81	87000#	1886	May 25		B-Crossen I #191
	56'	1907	May 9		II #885
	(8)	1911	Oct.25		II #1849
		1914	Aug.22	NO. 52	Pay Car @
L82	123000#	1883	May 5		B-Barney & Smith
	58'	1917	Mar.21	PENTICTON	Ex Compt."Qu'Appelle"
	(12)	1926	Aug.26	3/ NO. 20	@
L83	176000#				B-Pullman Co.
	73'2	1918	Jan.16		Ex FLC "Whitehall"
	(12) s	1918	Feb.26	3/KILLARNEY	@
L84	181000#	1902	Jun.30		B-CPR DC "Warwick
	72'	1917	Jun.21		Parlour #5702
	(12) ss	1918	Jun.13		" "Amiskwi"
		1919	Jun.3	1/RUPERTSLAND	
		1946	Jan.	5/BRITISH COLUMBIA	
		1947	Sep.15	PACIFIC	@
L85	196000#	1903	Jul.9		B-Barney & Smith.
	72'	1917	Jun.30		Plr.#5700 ex DC "Louvre"
	(12)	1918	Jun.12		" "Illecillewaet"
	sw	1919	Jun.14	2/ASSINIBOINE	RB Angus.
		1930	Jan. 7	3/MATAPEDIA	@
L86	114000#	1891	Feb.28		B-CPR I #63
	57'2"	1899	May 11		Cafe Coach #50
	(8)	1912	" 10		" #77
		1919	Nov.25	2/NO. 65	Vision Test. RB
		1940	Oct.		Scrapped.

L87	75000#	1890	Jul.30		B-Crossen I/#201 or 425.
	57'2"	1906	Oct.20		Cafe #41.
	(8)	1911	Apl.13		Cafe Coach #91
		1920	May 5	2/ NO. 55	Photograph Car.
		1940	Feb.26		Scrapped Angus.
L88	55000#	1899			B-
	49'	1920		3/ NO. 7	Ex Alta.Ry.& Irr.Co.
	(8)	1922		3/ NO. 10	
		1933	Dec.		Scrapped.
L89	148000#	1893			B-Pullman.
	73'	1920			Ex ED&BC "Alberta"
	(12)	1921	Feb.10	MONTMORENCY	
		1933	Dec.	5/ CHAMPLAIN	
		1938	Apl.	4/ NO. 10	@
L90	109000#	1883	May		B-Harlan & Holl'th,
	58'	1921	Sep.30	2/ NO. 59	ABInst. ex Tour. #6001.
	(12)	1940	Nov.14		Scrapped.
L91	200000#	1917	Aug.5		B-CPR
	73'6"	1921	Oct.27	HOCHELAGA	ex JKLRoss "Cromarty".
	(12) s	1924	Jun.21	2/ THOROLD	@
L92	170000#	1905			B-
	66'7"	1922	Oct.7	SAINT LAWRENCE	Ex T.Eaton "Eatonia #1"
	(12)	1927			RB to ss
	ss	1952	Mar.	7/ BRITISH COLUMBIA	@
L93	192000#	1926	Aug.10	WENTWORTH	B-CPR
	74'6"				
	(12) s				@
L94	202000#	1926	Dec.23	MOUNT STEPHEN	B-CPR
	74'6"				
	(12) s				@
L95	201000#	1927	May 14	VAN HORNE	B-CPR
	74'6"				
	(12) s				@
L96	202000#	1927	May 17	STRATHCONA	B-CPR
	77'				
	(12) s				@
L97	203000#	1927	Oct.21	3/MOUNT ROYAL	B-CPR
	87'				
	(12) s				@
L98	128000#	1904	Jun.		B- DC "Arundel"
	72'8"	1928	Jun.27	NO. 67	Vision Test.
	(12)				@
L99	145000#	1928	Aug.31	NO.62	B-CPR
	60'				Dynamometer.
	(8) s				

L99	145000	1928 Aug.31	NO. 62	B-CPR	Dynamometer.
	60'				
	(8) s			@	
			- - - - - - - - - -		
L100	170000	1928 Nov.15	4/BRITISH COLUMBIA	B-CPR	
	60'8"	1946 Jan.	2/RUPERTSLAND		
	(12) s	1946 Feb.15	6/CNA PLAIN		
		1947 Sep.16	6/BRITISH COLUMBIA		
		1952 Mar.	2/ No. 19	@	
			- - - - - - - - - -		
L101	169000	1928 Nov.24	4/ONTARIO	B-CPR	
	60'8"				
	(12) s			@	
			- - - - - - - - - -		
L102	167000	1928 Dec.4	2/ALGOMA	B-CPR	
	60'8"				
	(12) s			@	
			- - - - - - - - - -		
L103	169000	1929 Jul.11	2/QUEBEC	B-CPR	
	60'8"				
	(12) s			@	
			- - - - - - - - - -		
L104	167000	1929 Jul.12	2/ALBERTA	B-CPR	
	60'8"				
	(12) s			@	
			- - - - - - - - - -		
L105	170000	1929 Jul.17	4/MANITOBA	B-CPR	
	60'8"				
	(12) s			@	
			- - - - - - - - - -		
L106	206000	1929 Dec.12	3/ASSINIBOINE	B-CPR	
	77'				
	(12) s			@	
			- - - - - - - - - -		
L107	170000	1930 Apl.17	4/SASKATCHEWAN	B-CPR	
	60'8"				
	(12) s			@	
			- - - - - - - - - -		
L108	171000	1930 Apl.28	4/NEW BRUNSWICK	B-CPR	
	60'8"				
	(12) s			@	
			- - - - - - - - - -		
L109	98000	1906		B- Coach	
	65'	(after'29)		Coach #121	
	(8)	c.1942	NO. 54	Forestry Car @	
			- - - - - - - - - -		
L110	79000	1898		B- Coach	
	57'2"	(after '29)		Coach #1124	
	(8)	c.1942	No. 50	@ School Car.	
			- - - - - - - - - -		
L111	79000	1898		B- Coach	
	57'2"	(after '29)		Coach #1121	
	(8)	c.1942	2/ NO. 51	@ School Car.	
			- - - - - - - - - -		
L112	126000	1904		B-	
	72'	1931 Sep.	Dental (no number)	ex Slpg."Welsford"	
	(12)			@	

L113	173000# 1912 73'5" 1940 Aug.2 (12) ss		NO. 61	B- Air Brake Instruction @ ex Slpg."Inkerman"
L114	177000# 1913 73'5" 1940 Oct.8 (12) ss		3/NO. 65	5- Vision Test ex Slpg. @ "Hungerford"
L115	182000# 1909 (73'3" 1941 Jun.6 (12) ss		2/NO.60	B- Mechl.Instruction ex @ Obs."Mount Hurd"
L116	178000# 1912 73'3" 1939 Dec. (12) ss 1943 Mar. 1947 May		 2/ NO. 99 3/ NO. 59	B- Colonist #2749 ex Slpg."Godfrey" Hospital Car. Instruction @
L117	182000# 1913 73'3" 1917 (12) ss 1923 1943 Mar.17 1947 Apl.		 2/ NO. 98 NO. 58	B- #7790 ex Obs.Slpg. "Mount Meikle" Obs."Mount Kitchener" Hospital Car. Instruction @
L118	180000# 1921 74'6" 1943 Apl.26 (12) s		LACOMBE	B- Ex Compt. "Glenroy" @
L119	213000# 1921 76'6" 1945 Jan.8 (12) 1947 Oct. s 1948 Apl.		4/ LAURENTIAN CRAIGELLACHIE 5/ LAURENTIAN	B- Ex Compt. #Glenewen" @
L120	186000# 1927 77'0" 1950 July (12) s		KINGSMERE	B-CPR Ex TH&B "Hamilton" @
	Note- Car similar to "Mount Royal" L97.			
L121	179000# (73'3" 1952 (12) ss		NO. 57	B- Instruction - ex Obs. "Mount Baker" @
L122	110000# 1893 68'5" 1952 (12)		NO. 56	B- Instruction - ex Obs. Plr. "Malahat" @
L123	110000# 1913 (65' 1952 (12)		3/ NO. 55	B- Instruction - ex Obs. Plr. "Qualicum" @


NEW BRUNSWICK
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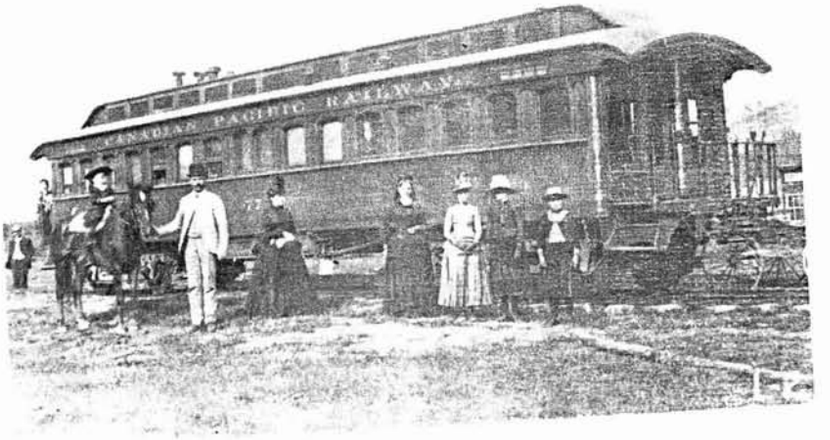
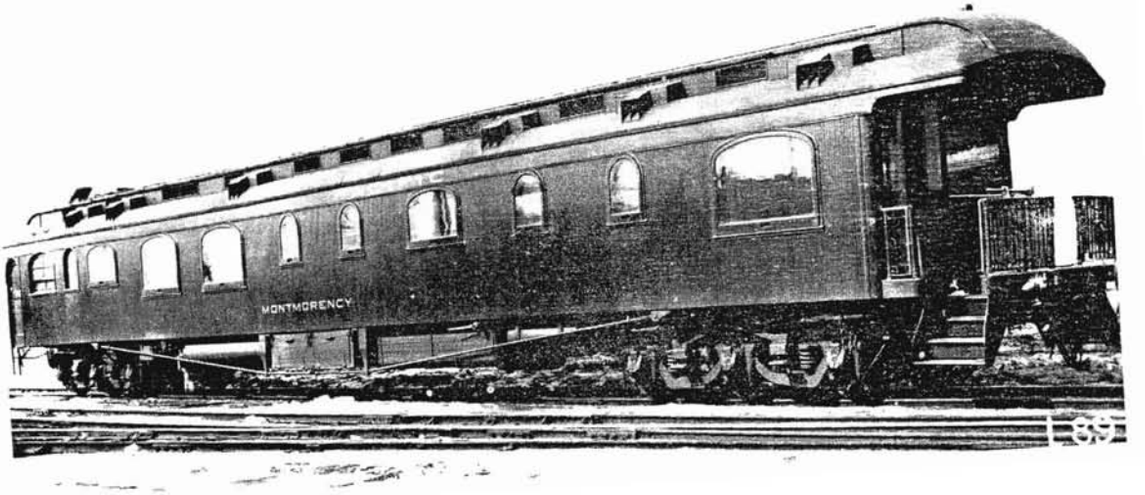

CANADIAN PACIFIC RAILWAY


MONTMORENCY
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LIST "B" - ALPHABETICAL & NUMERICAL INDEX

NAME OR NUMBER	1st	2nd	3rd	4th
ALEMPTA	L34 1902-17	L2 1917-19	L52 1919-29	L104 1929-@
ALGOMA	L34 1917-29	L102 1928-@		
ASSINIBOINE	L23 1917-19	L85 1919-30	L106 1929-@	
ALBION	L41 1915-16			
BRITISH COLUMBIA	L6 1917-20	L7 1920-25	L61 1925-28	L100 1928-46
	5th-L84 1946-47	6th-L100 1947-52	7th-L92 1952-@	
BRUNSWICK	L52 1907-09			
BEAUCE	L71 1935-39			
CHAMPLAIN	L1 1886-1910	L52 1910-19	L23 1919-30	L76 1930-34
	5th-L89 1933-38	6th-L100 1946-47		
CARSELAND	L23 1930-31			
CARSLAND	L64 1911-29			
CORNWALL	L27 1901-06			
CRAIGELLACHIE	L119 1947-48			
Dental	L112 1931-@			
DAIRSOLITE	L19 1890-1917			
HOCHELAGA	L91 1921-24			
RUBBER RIVER	L11 1884- ?			
JAMAICA	L4 1882-90			
KILLARNEY	L48 1906-10	L60 1910-18	L83 1918-@	
KINGSMERE	L120 1950-@			
LACOMBE	L118 1943-@			
LAURENTIAN	L7 1916	L61 1916-18	L61 1918-23	L119 1945-47
	5th-L119 1948-@			
LOCH LOMOND	L48 1910-19	L48 1924-@		
LETHBRIDGE	L45 1905-18			
MILLOCET	L2 1906-17			
MANITOBA	L23 1902-17	L24 1917-18	L75 1918-29	L105 1929-@
MOUNT ROYAL	L48 1919-24	L60 1924-27	L97 1927-@	
MOUNT STEPHEN	L94 1926-@			
METAPEDIA	L1 1882-86	L16 1886-1930	L85 1930-@	
MONTMORENCY	L89 1921-33			
NAGAGUADAVIC	L20 1890- ?			
MEGANTIC	L71 1896-1935			
MONTEROSA	L24 1900-17			
MONTFORD	L41 1903-04			
NEW BRUNSWICK	L61 1910-16	L41 1918-29	L45 1928-30	L108 1930-@
NANOOSE	L92 1909-10	L1 1910-20	L8 1920-33	
NOVA SCOTIA (CPR)	L75 1913-18			
NOVA SCOTIA (DAR)	L72 1912-@			
ONTARIO	L41 1916-18	L61 1918	L45 1918-28	L101 1928-@
PACIFIC	L84 1947-@			
PENTICTON	L82 1917-26			
QUEBEC	L7 1916-29 .	L103 1929-@		
RUPERTSLAND	L84 1919-46	L100 1946		
ROSEMERE	L15 ?-1906			
SASKATCHEWAN	L7 1883-1916			
STRATHCONA	L96 1927-@			
SAINT ANDREWS	L76 1913-28	L60 1927-@		
SAINT LAWRENCE	L92 1922-52			
SHERBROOKE (QOR)	L70 1912-@			
SELKIRK	L61 1923-25			
THOROLD	L60 1919-24	L91 1924-@		

NAME OR NUMBER	1st	2nd	3rd	4th
VAN PORTE	L95 1927-©			
WINTWORTH	L93 1926-©			
WHITEHALL	L60 1918-19			
YORK	L28 1901-06			
1	L17 1887-?	L3 1907-©		
2	L20 1906-41			
3	L8 1883-1917	L23 1931-©		
4	L41 1907-15	L76 1934-©		
5	L56 1907-12	L67 1912-©		
6	L68 1912-29	L45 1930-©		
7	L6 1882-?	L73 1913-20	L88 ?-1922	L16 1930-©
8	L34 1929-©			
9	L52 1929-©			
10	L20 1904-06	L33 1906-13	L88 1922-33	L89 1938-©
11	L14 1902-07	L25 1907-26	L75 1929-©	
12	L15 1907-10	L31 1907-11	L66 1912-53	
13 - never used				
14	L3 ?-1907	L14 1907-40		
15	L2 ?-1906	L40 1907-30	L8 1933-©	
16	L41 1904-07	L18 1907-20	L61 1928-©	
17	L40 1903-07	L26 1907-37		
18	L35 1907-34			
19	L36 1907-51	L100 1952-©		
20	L18 ?-1907	L37 1907-26	L82 1926-©	
21	L38 1907-26	L37 1926-©		
22	L39 1906-©			
23	L42 1907-10	L71 1939-©		
24	L43 1904-07	L41 1929-©		
25	L5 1882-?	L33 1901-06	L44 1907-20	L19 1928-©
26	L9 1884-?	L29 1901-04	L47 1906-©	
27	L13 1884-1902	L30 1901-03	L55 1907-39	
28	L31 1901-07	L49 1907-39		
29	L32 1901-04	L54 1907-40		
30	L25 1900-07	L53 1907-33		
31	L12 1884-?	L26 1901-07	L59 1908-36	
32	L35 1902-07	L62 1911-©		
33	L18 1888-?	L36 1902-07	L63 1911-41	
34	L37 1903-07	L57 1907-12	L69 1912-41	
35	L38 1903-07	L13 1907-11	L77 1914-©	
36	L39 1903-06	L22 1907-10	L80 1914-©	
37	L42 1903-07	L58 1908-11	L24 1918-©	
38	L43 1904-07	L21 1906-11	L7 1929-©	
39	L44 1904-07	L46 1907-11	L2 1919-©	
40	L13 1902-07	L50 1907-11		
41	L17 1895			
42	L5 ?			
43	L10 ?-1898	L51 1907-11		
47	L9 ?			
48	L10 1898-?			
50	L110 1942-©			
51	L57 1912-15	L111 1942-©		
52	L81 1914-©			
53	L38 1926-33			
54	L109 1942-©			

...N OR NU.BER	1st	2nd	3rd	4th
55	L13 1911-20	L87 1920-40	L123 1952-@	
56	L122 1952-@			
57	L121 1952-@			
58	L117 1947-@			
59	L22 1910-20	L90 1921-40	L116 1947-@	
60	L58 1911-40	L115 1941-@		
61	L113 1940-@			
62	L99 1928-@			
63	L21 1911-29			
64	L46 1911-29			
65	L65 1912-20	L86 1919-40	L114 1940-@	
66	L74 1913-29			
67	L98 1928-@			
71	L15 1885-?			
72	L23 1900-02			
75	L20 ?-1904			
76	L15 ?-1899			
77	L2 1882-?			
78	L3 1882-?			
98	L78 1914-20	L117 1943-47		
99	L79 1914-19	L116 1943-47		
200	L9 ?			
201	L17 ?-1895			
216	L10 1884-?			
245	L14 1885-1902			
2200	L22 ?-1907			
3800	L21 1899-1906			
3801	L46 1906-07			

EXPLANATION OF SYMBOLS & ABBREVIATIONS

@ - Indicates car in use or in existence at January 1, 1955.
RB - Rebuilt.
- (In weight column) - pounds.
B- - Builder. If unknown, space after symbol is blank.
c. - circa ("about, approximately")
/ - Before car name or number, and preceded by a number, indicates sequence in which number or name used. If not indicated, number or name used but once.
Ex - Formerly.
? - Indicates open to question, or records not clear.
Re - Rebuilt, converted or changed.
I - First Class Coach
II - Second Class Coach
SC or Slpg. - Sleeping Car.
DC or Dng. - Dining Car.
Compt. - Compartment Sleeping Car.
Obs. - Parlour-Observation Car.
Plr. - Parlour Car.
ABInst. - Air Brake Instruction Car.
s - Steel construction
ss - Steel sheathing, wood construction.
(If no symbol, indicates wood construction and sheathing).

ADDITION NO.1

OFFICIAL CARS OF THE CANADIAN PACIFIC RAILWAY

C.R.H.A. Bulletin 19

January 1957

Mr. J.E. Thinkler advises that, in addition to official car L64 which appears in our compilation on Canadian Pacific Railway official cars, another car was taken over from the Alberta Railway & Irrigation Co. on March 31st, 1909. This was the “Calgary”, and though it was destined to be scrapped when taken over, it was actually used as an “unofficial” official car (as Mr. Thinkler puts it) until being scrapped at Winnipeg on April; 30th, 1916. With this note, readers may care to add it to their copy of Bulletin 19 as entry L64A.

Note: this addition was published in the CRHA News Report issue No. 65 dated Jan. 1957

SUPPLEMENT NO.1

OFFICIAL CARS OF THE CANADIAN PACIFIC RAILWAY

C.R.H.A. Bulletin 19

January 1, 1962

RENUMBERINGS & DISPOSITIONS

L2	1958 Aug.	Scrapped - Weston	
L7	1958 Nov.	Donated to C.R.H.A.	
L8	1960 May	Scrapped - Ogden	
L13	1937 May	"	
L16	1957 Dec.	"	- Angus
L23	1958 Feb.	"	- Weston
L24	1958 Apr.	"	- Angus
L34	1960 Jan.	"	- "
L37	1958 Feb.	"	- Weston
L41	1957 Dec.	"	- Angus
L43	1938 Mar.	"	
L44	1934 May	"	- Angus
L45	1958 July	"	"
L48	1958 July	2/NO. 2	O
L50	1948 Jan.	Scrapped	
L51	1939	"	
L52	1958 Aug.	Sold to Western Developement Museum.	
L58	1960 July	Scrapped	
L62	1957 May	"	- Weston
L65	1935	Scrapped	
L67	1958 June	"	- Ogden
L68	1944 May	"	
L70	1959 Aug.	"	- Angus
L72	1958 Apr.	5/NO. 7	O
L74	1938 June	Scrapped	
L76	1959 Dec.	"	- Angus
L77	1958 July	"	- "
L78	1928 June	"	
L80	1960 June	"	- Angus
L81	1958 Nov.	"	"
L84	1961 Sept.	3/NO. 5	O
L89	1957 Oct.	Scrapped	- Ogden
L92	1958 Feb.	4/NO. 27	O
L98	1960 Aug.	Scrapped	- Weston
L105	1961 Apr.	3/NO. 3	O
L109	1959 Apr.	Scrapped	- Weston
L110	1959 June	"	- Angus
L112	1960 Dec.	"	- "

ADDITIONS

L124	177000# 75' 6" (12) s	1926 Aug. 1959 Mar.	2/NO. 64	B-NSC/CPR Forestry Car - ex Coach #1451 O
L125	187000# 73' 6" (12) s	1926 Aug. 1941 Dec. 1952 Mar. 1960 May	2/NO. 66	B-CC&F/CPR Cafe Slpr."Mattawa" ex Compt."Glen Finnan" Cafe Slpr."Duncan" Vision Test O
L126	189000# 72' 0½" (12) s	1928 July 1960 June	2/NO. 50	B-CPR Instruction - ex Compt."Grand Bay" O

L127	189000# 72'0½" (12) s	1928 Aug. 1960 July	2/NO. 52	B-CPR Instruction - ex Compt."Grand Coulee" C
L128	192000# 75'6" (12) s	1931 Nov. 1960 Oct. 1960 Dec.	2/NO. 63 NO. 69	B-CC&F/CPR Dental Car - ex Clpr."Vaudreuil" C
L129	189000# 72'0½" (12) s	1928 July 1960 Dec.	NO. 49	B-CPR Instruction - ex Compt."Grande Pointe" C
L130	189000# 72'0½" (12) s	1928 Aug. 1961 May	2/NO. 48	B-CPR Instruction - ex Clpr."Grand Forks" C