



As part of a school project, students at Argyle Alternative High School researched the history of the two 1920's rail cars and documented the restoration which took place in 2003. This slideshow is their final presentation.



6665

**1925-26 Buffet-Parlour
Car #6665**

**Located at the Forks
Winnipeg, Manitoba**

**Built by Canadian
Pacific Ry. Angus Shops**



Prepared and Researched by
Argyle Alternative High School Students
Images from Province of Manitoba Archives. Sources include:
"The History of the Trans-Canada Limited" by Garry Anderson.

- Canadian Pacific Railway operated the Imperial Limited from Montreal to Vancouver (2881 miles) in the 1890's.
- It eventually became the Trans Canada Limited in 1907, and was advertised as the fastest train across North America.



SUMMER TOURS FOR 1893
Canadian Pacific Ry.

TORONTO TO

AROUND THE WORLD & RETURN \$ 610.00	AUSTRALIA & RETURN \$ 410.00	CHINA & RETURN \$ 447.50
JAPAN & RETURN \$ 410.00	HONOLULU & RETURN \$ 235.00	ALASKA & RETURN \$ 205.00
VICTORIA & RETURN \$ 110.00	BANFF & RETURN \$ 85.00	WINNIPEG & RETURN \$ 50.00
DULUTH & RETURN \$ 32.00	BAR HARBOR & RETURN \$ 32.50	ST ANDREWS & RETURN \$ 31.00
ST PAUL & RETURN \$ 36.00	PORTLAND & RETURN \$ 25.00	WHITE MOUNTAINS & RETURN \$ 20.00
CHICAGO & RETURN \$ 19.00	ST JOHN & RETURN \$ 35.00	HALIFAX & RETURN \$ 40.00
PORTLAND OREGON & RETURN \$ 110.00	ST JOHN & RETURN \$ 35.00	HALIFAX & RETURN \$ 40.00

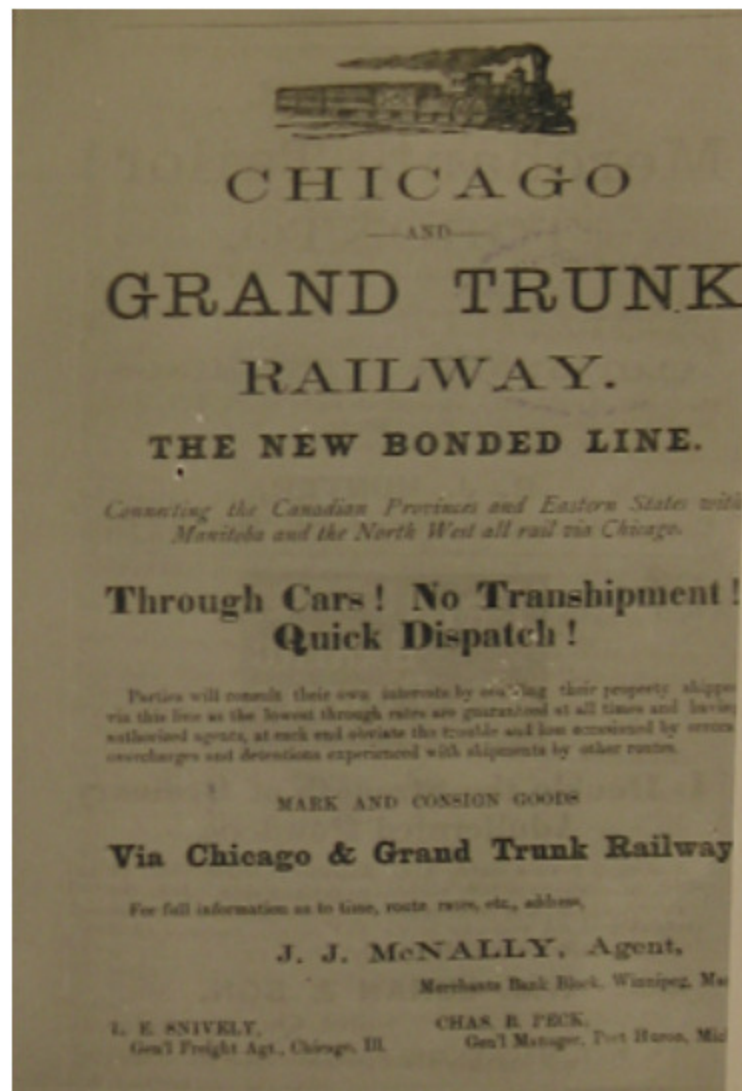
FROM OTHER POINTS PROPORTIONATE RATES.

GET A COPY FOR 1893 OF THE
C.P.R. TOUR BOOK
 "AROUND THE WORLD" "HIGHWAY TO THE ORIENT"
 "WESTWARD TO THE FAR EAST" "RETURN TICKETS"
 "FISHING & SHOOTING"
 "BANFF & LAKES IN THE CLOUDS"
 "TRIP TO ALASKA"
 "DOWN THE ST. LAWRENCE"
 "TO THE SEA" "TO THE MOUNTAINS" "TO THE GREAT LAKES"

I KING ST. EAST CORNER YONGE

- This route was the fastest service between Europe and the Far East prior to air travel.
- Canadian Pacific hotels at Banff, Lake Louise, Glacier and Victoria were highlights of the route.





- To complement the success of the Trans Canada Limited, in 1923 Canadian Pacific/Soo Line established the luxurious Mountaineer route from Chicago to Vancouver via the Rocky Mountains.

- It was designed for first class passengers and built for luxurious travel in post WWI Canada.

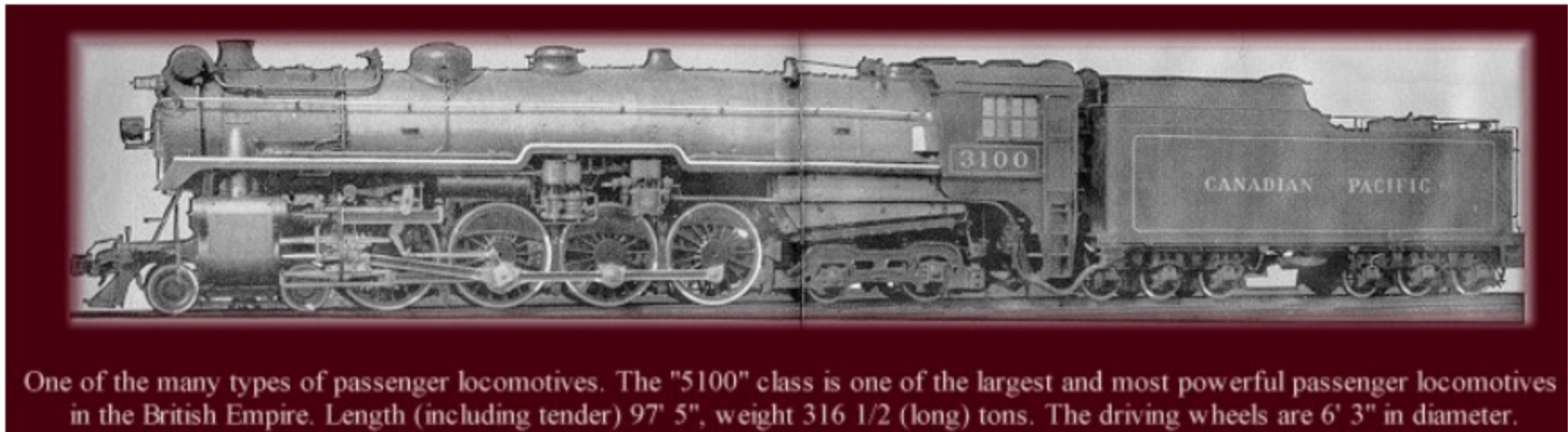
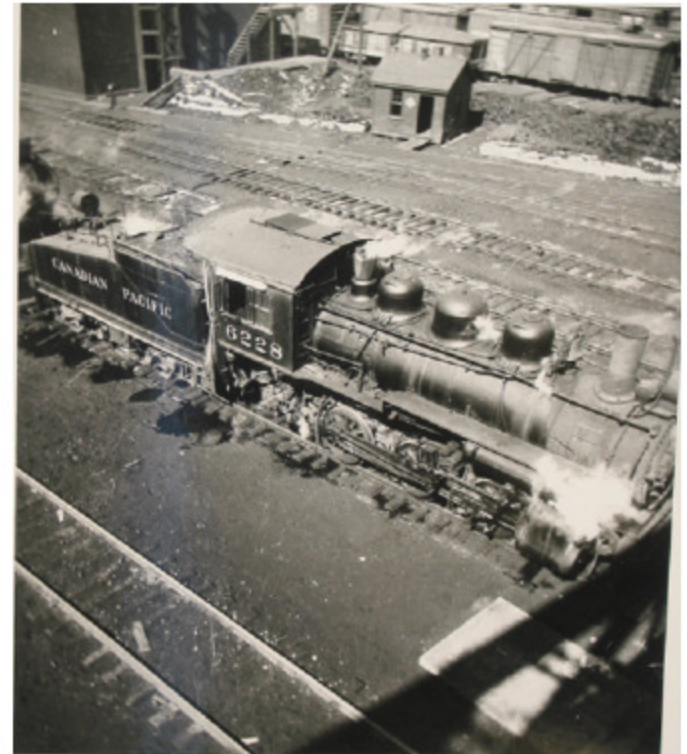
- This train featured exceptional service, fine wine and liquors, and appealed to American tourists during their prohibition era.

- The Trans Canada enjoyed reasonable patronage until 1929.
- In 1930-31 The Great Depression began and the situation turned critical. The trains were canceled shortly before the 1931 season. The Trans-Canada Limited never resumed.

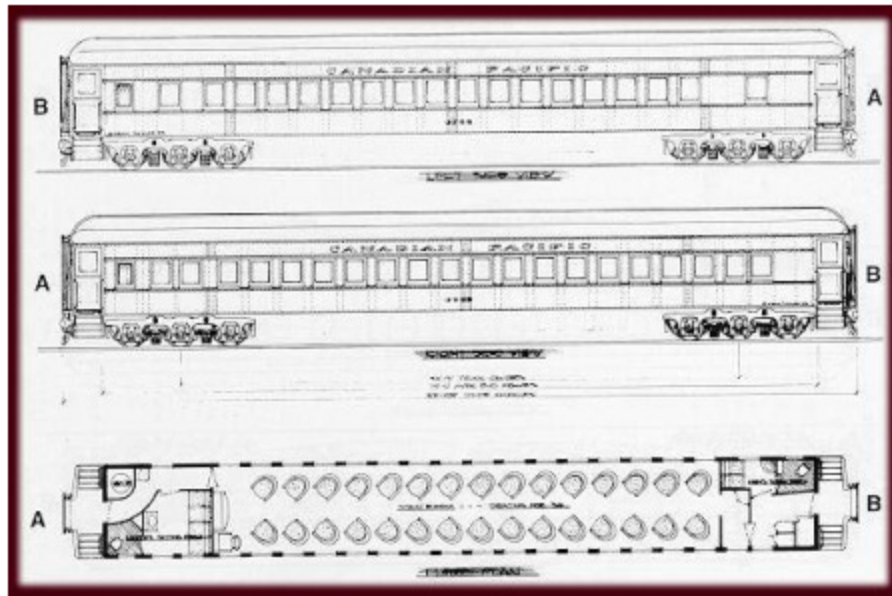




- These are images of locomotives that originally pulled this car.



One of the many types of passenger locomotives. The "5100" class is one of the largest and most powerful passenger locomotives in the British Empire. Length (including tender) 97' 5", weight 316 1/2 (long) tons. The driving wheels are 6' 3" in diameter.



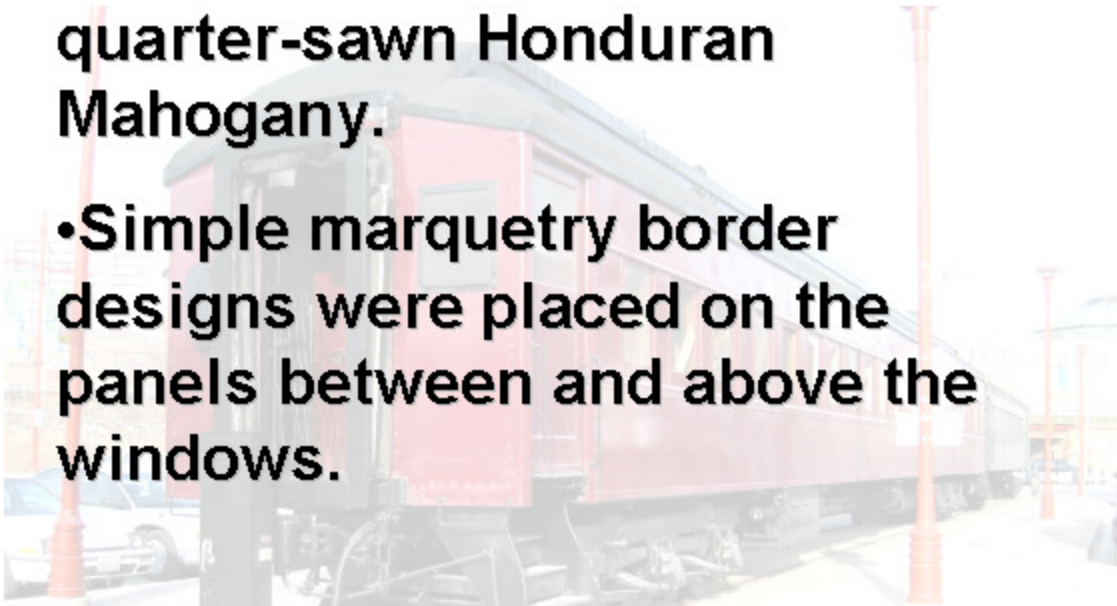
•History indicates that the Forks Day/Parlour car operated on the Trans Canada/Mountaineer routes

They were originally furnished with:

- 30 swivel parlour chairs
- Men's and ladies washrooms, a small kitchen and a smoking room made up the original layout.

- Interiors were finished in quarter-sawn Honduran Mahogany.

- Simple marquetry border designs were placed on the panels between and above the windows.



•Car #6665 has now been completely restored and is now occupied by Sugar Mountain Candy Co.

•The Forks welcomes visitors to enjoy this historic landmark which opened in June/03.



BEFORE



AFTER



Traincar Restoration at

The Forks

BUILT BY
CANADIAN PACIFIC RY.
ANGUS SHOPS

PACIFIC

SHOPS



In the winter of 2003 The Forks North Portage Partnership decided to restore two historic train cars that had been dormant for close to a decade. They acquired the services of Gord Taylor of GT Shelters.com as Project Manager and General Contractor, as well as James Kacki, Architect and Historical Resource.



Funding was secured
and work began in the
bitter cold of February
2003.



The process began in the Parlor Car, stripping layers of paint from Honduran Mahogany and revealing delicate inlay marquetry.

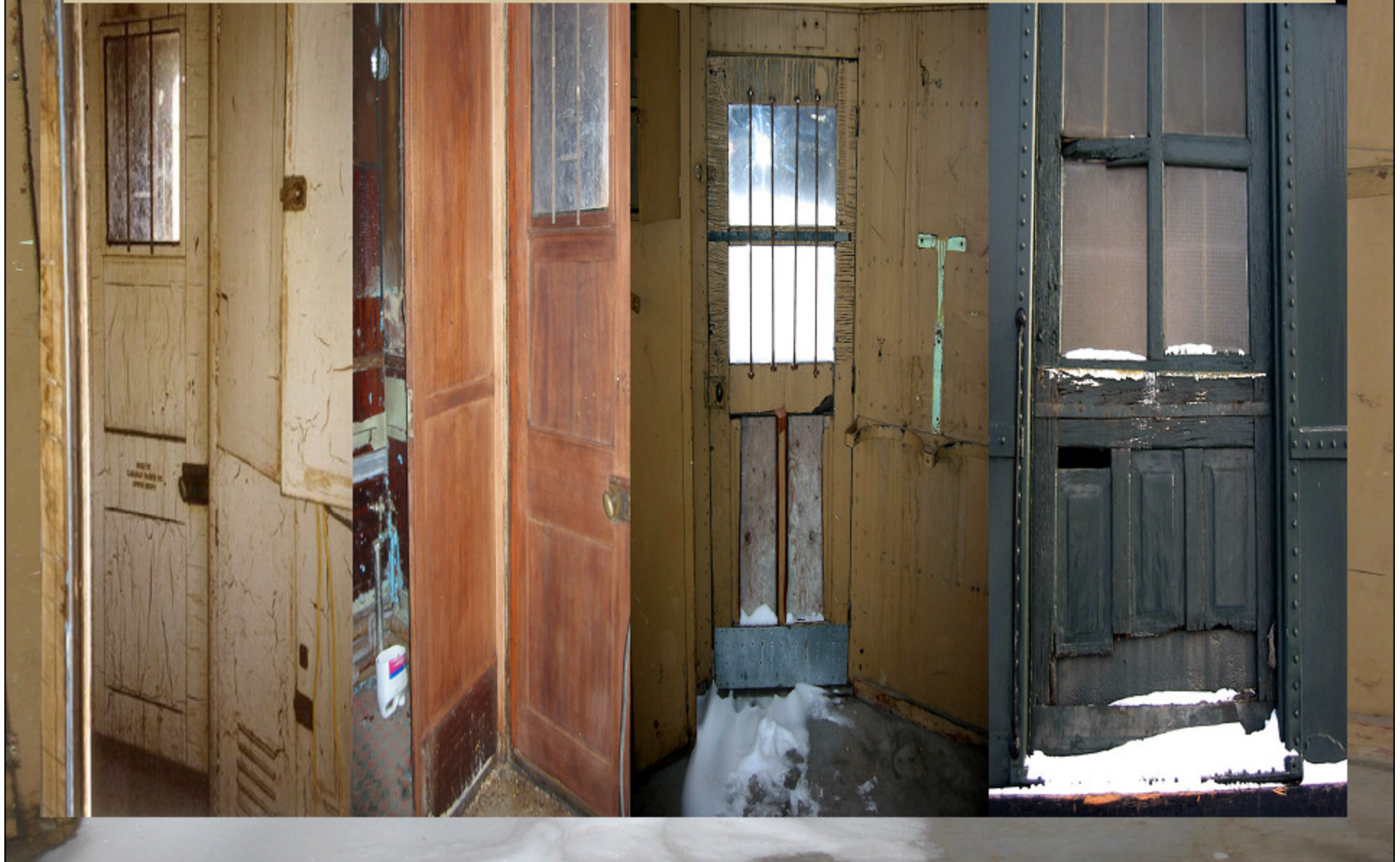


Poly

Stripping the mahogany took over 6 weeks to complete. Once it was stripped down, rebuilding proceeded with attention drawn to detail and historic reclamation. The restoration had begun.



Mahogany windows and doors were custom built and several complete restorations were installed. Mahogany inlays and trim pieces were replicated if they were not repairable.



Checkerboard tiles were cut and installed as original.
Brass and chrome fixtures were stripped, cleaned and
reinstalled.



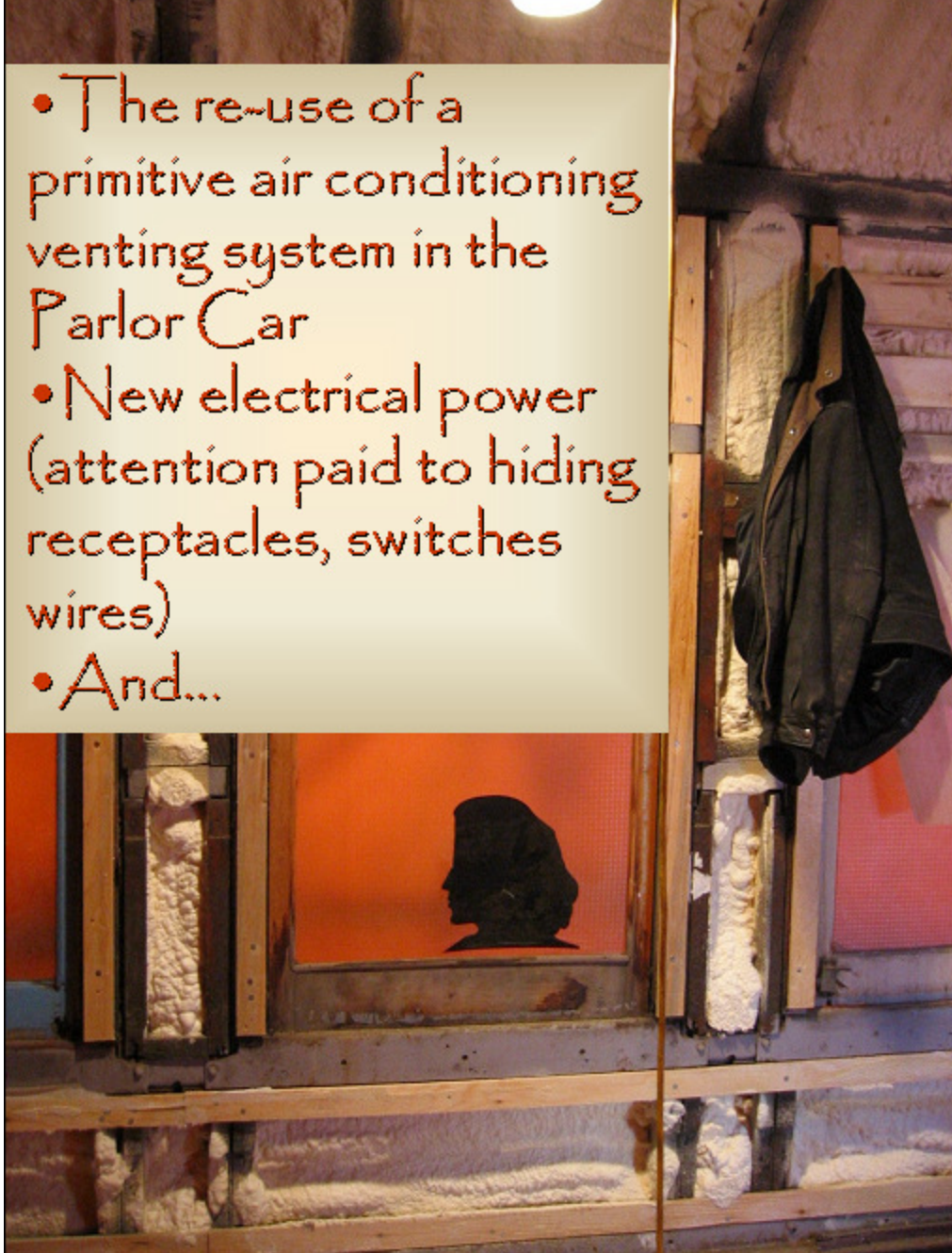
The Baggage Coach revealed rot and had to be stripped and rebuilt. Car measurements were recorded, pictures were taken and details drawn. The process included stripping, asbestos removal, insulating and finishing.



Fixtures were cleaned and installed. A sliding door and all the windows were replicated.

Restoration will be ongoing. Adaptations include:

- The re-use of a primitive air conditioning venting system in the Parlor Car
- New electrical power (attention paid to hiding receptacles, switches wires)
- And...





- New steel entrance and exit steps as well as signage.
- New heating (baseboard heaters hidden behind old steam grates)
- Air conditioners and furnaces hidden under trains in steel cages (all lines and venting hidden where possible)

Sugar Mountain Express, a retro candy shop
was chosen as the vendor.

Candy displays and counters were
designed in keeping with the train
car museum look.



Maintenance and restoration will continue on the train cars for years to come. Through care and attention, another piece of history has been restored in the community.

