

# (3) the RAILWAY HERITAGE AREA ~ showing existing and former structures

## The Museum Development Zone - a preserved railway heritage area -

\* A 1.4 kilometre tract of land was assembled by the City between 1987 and 1999 for the development of the Canadian Museum of Rail Travel, the preservation of surviving railway heritage infrastructure and potential new appropriate businesses.  
 \* The zone contains the new and former sites of the Railway Museum, several railway heritage landmarks from early Cranbrook in 1898, including buildings, structures, parks & gardens.  
 \* It is located on a high profile locations beside the downtown and between the active railway tracks and along arterial Highway 3/95.

## The Former Museum Site (1976 - 2002)

Now Called "Canadian Pacific Railway Park" (Railway Gardens began 1903, restoration started 1998.) This is the former site of the railway museum until 2002-03. It was originally the "north" railway gardens started about 1903 developed along the station passenger platforms. Original gardens declined after passenger trains stopped in 1959 and were removed by the mid-1970's. Restoration of this park began during the Railway Centennial in 1998 and is on-going. It contains the Elko Station, the Water Tower and the historic "ALCO" Diesel locomotives. As of 2011, it is not complete along the front of the Cranbrook Station.

**The Cranbrook Walking/Cycling Pathways** This network runs along the front of the Museum zone linking the museum, the Prestige Hotel, the former Museum site, and the downtown area. The first part was built by the Kinnette Club of a much larger city pathway network now being done by the Rotary Club.

### 1 Historic ALCO Diesel Units

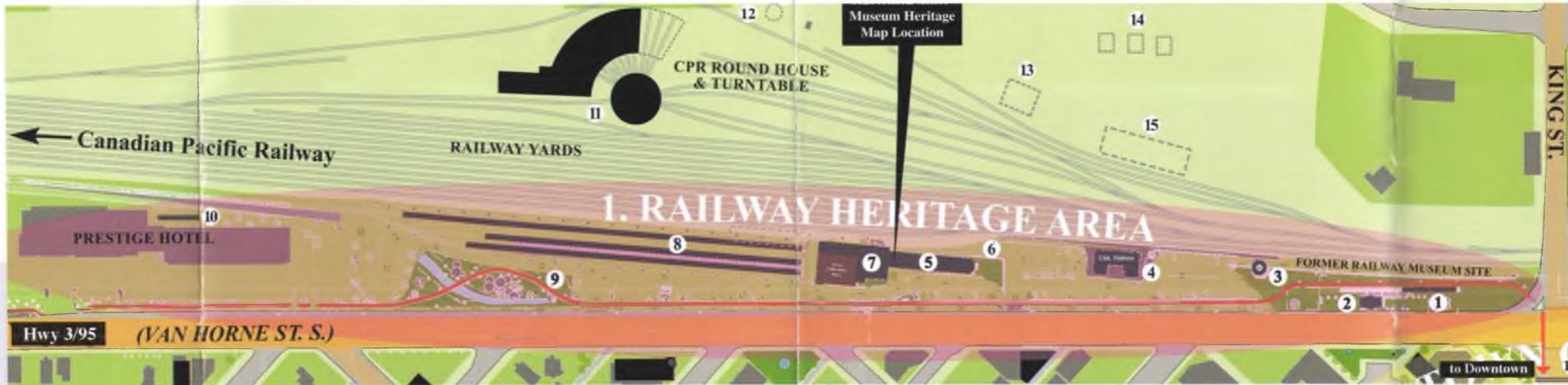


The ALCO Diesel A & B Units (1953), on left, were donated from Canadian Pacific's historic collection in Quebec City, arriving in Cranbrook in the 1990's. The units were moved onto the site for permanent display in 2002 when the Museum relocated to its new site (Units are awaiting exterior restoration).

### 2 The Elko Station (built 1901, relocated to Cranbrook for office and visitor use at the former Museum site in 1987)



This is the only surviving CPR "Crowsnest Style B" station. It was moved from the small town of Elko, 43 miles east of Cranbrook in 1987, and restored. It served as offices/gift shop and archives of the Railway Museum at the old site until staff relocated to the new site in 2003. It is leased with tenants. It now sits on part of the foundation of the former Railway-YMCA (1910-1974). (see #13)



### 3 The Railway Water Tower

(re-built in 1946, to replace the original 1898 tower)

This rare tower still has its interior 12,000 gal. wooden tank, which rests on massive posts and timbers 25 feet above the ground. The exterior shell was designed to insulate the tank during cold weather. It was moved from across the tracks to a strategic location in 1995 to be on the central vista along the main downtown street "Baker Street".



### 4 The Cranbrook CPR Station (built 1898)



Modernized Existing



Original

Originally built as a large 2-storey "Crowsnest Style A" Depot, it was enlarged to 3-storeys in 1905 to meet increasing business, particularly due to the connecting line to Spokane. Heavily modernized in 1946 along with several other "test" stations on the CPR system, it was vacated by the museum in Sept. 2009. There is a long-established concept plan that recommends the building be restored. It is the only unrestored original building in the Railway Heritage Area.

## New Museum Site and Facilities (2002)

### 5 The C.P.R. Freight Shed (built 1898) (Now the north wing of the Museum building complex)



\* One of the earliest structures built in Cranbrook, it was moved about 400 feet to its present location onto a new foundation as part of the museum site relocation process started in 1999. Now the "north wing" of the museum, it has 5,000 Sq.Ft on each level providing more space for other Museum programs and the Cranbrook History Gallery.

\* The lower floor contains large public washrooms, a multi-purpose room and two operating model railway displays (O-Gauge and HO-Gauge). The models are incomplete as of summer/2011 and depend on funding.

\* The upper floor has 5 exhibition galleries for temporary displays of local history and art, plus touring exhibits from other Museums and Art Galleries. There are four galleries (of 400 Sq.Ft each) and Long Gallery of 1300 Sq.Ft.) and an Exhibition Managers Office. One end of this floor will contain a small restaurant, washrooms and an outdoor deck overlooking the active railway tracks and small garden. These are not yet complete as of summer 2011 depending on funds.

### 6 Railway Freight Shed Garden

New in 1999 part of the new museum site, and was near the site of the earliest railway Ice House. (see also #15)

### 7 Museum Buildings



\* The Museum displays railway art and architecture, as shown by its restored "Royal Alexandra Hall", formerly the grand cafe from the 1906 "Royal Alexandra Hotel" in Winnipeg and pride of the Canadian Pacific Railway until its demolition in 1971. In 1999 the museum purchased the hundreds of pieces, stored in a semi trailer. The 2-storey-high carved oak fireplace from the hotel's formal dining room is an important first impression for visitors arriving. The Main Entrance Hall has a neo-classical brick facade.

\* This museum is unique in that it has an unusual "lifestyle, design and social history" theme rather than the technological & mechanical approach of most railway museums.

\* It is a comprehensive museum, with a very large artifact collection, located in a small city of 20,000 people. This project illustrates a continuing railway heritage spirit in Cranbrook.

### 8 Historic Trains Display Area



\* This museum has a renowned collection of beautifully restored luxurious railway passenger cars - DELUXE HOTELS-ON-WHEELS - representing the finest trains ever to run in Canada on the Canadian Pacific Railway.

\* The centerpiece train is the completely restored 7-car set of the famous 1929 "Trans-Canada Limited" a transcontinental operating between Montreal and Vancouver on the CPR main line.

\* It also has 4 of 6 cars of the 1907 "Soo-Spokane Train Deluxe" which ran internationally between Minneapolis and Spokane.

through Canada, the Crowsnest Pass and Cranbrook.

\* A complete 4-car set of the 1936 "Chinook", along with royal cars, cars-of-state, and interpretive cars expands the storey of the classic train era. Several cars are designated "Canadian Cultural Property", reflecting their importance to Canada.

\* About 90,000 Sq.Ft. of inlaid exotic wood paneling is on display, along with stained glass, wool carpets, brass fixtures, plush upholstery and a large display of railway china and silverware. All are available to see on tours through sumptuous, but extremely fragile interiors of the cars.

\* The Railway Excursion Trains Arrival/Departure Track is at the back of the museum allowing trains such as the "Royal Canadian Pacific" operated by the Canadian Pacific Railway to bring its passengers directly to the museum.

### 9 Van Horne Park (began in 1998 as a railway centennial legacy project, contains a Crowsnest Highway 3 Historic Plaque)

This park was a small willow grove preserved during the widening of the highway and the relocation of Jim Creek to allow the building of the Prestige Hotel at the south-west end of the Museum Zone. The Museum began preserving the willows in 1980 to prevent dumping of waste soils over the very small trees. They were the remains of willows in an original wetland. The park is named



after Sir William Cornelius Van Horne, who was responsible for completing the first transcontinental railway across Canada in 1886 - the Canadian Pacific Railway. He visited Cranbrook in 1898 when the Crowsnest branch had just been completed from Lethbridge, Alberta through Cranbrook to Kootenay Lake.

A Crowsnest Highway 3 Historic Plaque about Cranbrook's 1898 Railway Divisional status is located here. Jim Creek runs through Elizabeth Lake (Wildlife Refuge - Ducks Unlimited) then under the highway to the south end of the Railway historic zone and under the Prestige Hotel. It emerges into this park, but again runs under the downtown area to Joseph's Creek south-east of Mt Baker School.

### 10 The Prestige Rocky Mountain Resort (a "railway hotel", and its interpretive Sleeping Car "John Huber Senior." for hotel guests)



This 4 1/2 star, full-service hotel is part of a chain in central and eastern BC, and was built in 1999 as a major anchor for the south-west end of the Museum Zone. The lobby is connected at the back to tracks for future railway excursion trains, and the hotel is decorated with railway ephemera and posters. The major public rooms are named after pioneers involved with railway history in this area.

Former Sleeping car Naughton, donated from the Museum's secondary collection, recognizes a large financial donation from the Prestige. It has been converted into two luxurious rooms, part of special accommodations at the Prestige Hotel.

THE FOLLOWING (#11 - #15) IS ON PRIVATE RAILWAY PROPERTY - DO NOT TRESPASS

### 11 CPR Round House and Turntable

The original 10 stalls constructed in 1898 were replaced with a new structure in 1920. A ferro-concrete 7-stall structure, built onto the original in 1907 was removed in the late 1990's. The 7 tracks left in place and the 100-foot turntable and most of the building is still in use.

### 12 Former location of Railway Water Tower

The Tower was relocated to Museum site in 1996 (See # 3)

### 13 "CPR" House

Site of the former "CPR House" built about 1898 as temporary quarters for railway employees, it was replaced by the CPR-YMCA in 1910. (see also # 2) Not to be confused with the "CPR House B&B - #65 on main map in "Baker Hill".

### 14 Railway Supervisors Former Housing

Site of several former Residences, removed in the 1970's

### 15 Railway "Ice" House

Site of the former 1920's large Railway Ice House, directly across the tracks from the Cranbrook Station, demolished in the late 1960's. A previous smaller Ice House existed south of the Station on that side of the tracks, about where the Freight Shed garden is now located. (See also #6)

#16 - #96 continues on the large map over for the downtown & Baker Hill Heritage Residential Area.