

REPORT FOR THE “RAILWAY MUSEUM DEVELOPMENT COMMITTEE” OF THE CITY OF CRANBROOK

To Wayne Eburne,
Railway Museum Development Committee Chair

From Garry W. Anderson C.M.
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Oct.13/09

RE: CHANGES TO THE EXTERIOR OF THE ORIGINAL CRANBROOK CPR STATION OVER THE YEARS

The existing “modernized” building is, in fact, the original 1898 station, but with an enlargement (to three stories) in 1905. In 1946, a major exterior “modernization” was done by the CPR as part of a larger “modernization” scheme for selected stations across the country. A re-construction of a part of the second floor to the north-east (that had been removed in 1946) was done in the 1970’s and more exterior modernization was done in the 1990’s.

The building is probably THE most important historic symbol of the importance of the railway to the city and to Cranbrook’s ascendancy in size over all other communities in the south-east of BC.

The idea of saving and restoring the structure for long-term use as an important part of Cranbrook and Railway Heritage goes back to the formation of the Cranbrook Archives, Museum and Landmark (“CAMAL”) Foundation in 1976. It was also an important part of the Museum Master Plan done by professional consultants under a National Museums of Canada program in 1990. That Plan noted *“the building should be saved regardless of what uses it might be put to”*. It also noted that the Museum did not necessarily have to own the building - the City could - but that the exterior restoration should be monitored by the Museum to ensure that authentic heritage aspects were retained.

There has been talk, since the late 1960’s, of the railway relocating its’ operations to other strategic locations, including Wasa, Fort Steele and Golden. In the mid-1990’s, when it appeared that the CPR might actually move the majority of its operations to Fort Steele Junction and vacate all or part of the station, the City (with then-Mayor Mike Patterson) took the position that the city could obtain the building and lease necessary space back to the CPR if requested. Other uses such as Chamber of Commerce, community groups (arts, etc.) and potential commercial rentals were also discussed in general to make the building useful to the community and perhaps make some earned revenue.

As of Sept/09, the station has been vacated, with operating railway staff moved to facilities at Fort Steele Junction. The CPR has yet to make disposition plans known as of the date of this letter.

The City should be aware of disposition plans if and when this heritage building and land becomes available. The building and land represent the last part of the heritage plan to be done in the Museum Development Zone. The Zone is a very large (1.4 km long) tract of land which the city began to assemble in 1987 and completed by 1999. It is understood that the City paid market value for all of the pieces of land acquisition over that 12 year-period as the land became available, mostly from the Railway.



1898

Trackside view from North East

Railway Station originally built as two storeys

CBK.2002.036.001a.



1905

Back view from South East

collapse of the upper floor and roof while new second floor being installed to enlarge the building to three storeys

CBK.1976.033.027



1936

Trackside view

The “Classic” 3-Storey Station - probably in 1936 for the CPR Centennial

CBK.1987.083.006



1946

Trackside view

Altering the original exterior for modernization

CBK.1999.033.022



1946

Trackside view

Major exterior modernization complete

Cbk.2003.039.007



1990's

Trackside view

Showing further exterior modernization

Cbk.1992.170.011



Circa 1908

Trackside view

The Station and landscaped grounds and gardens with the downtown behind to left.

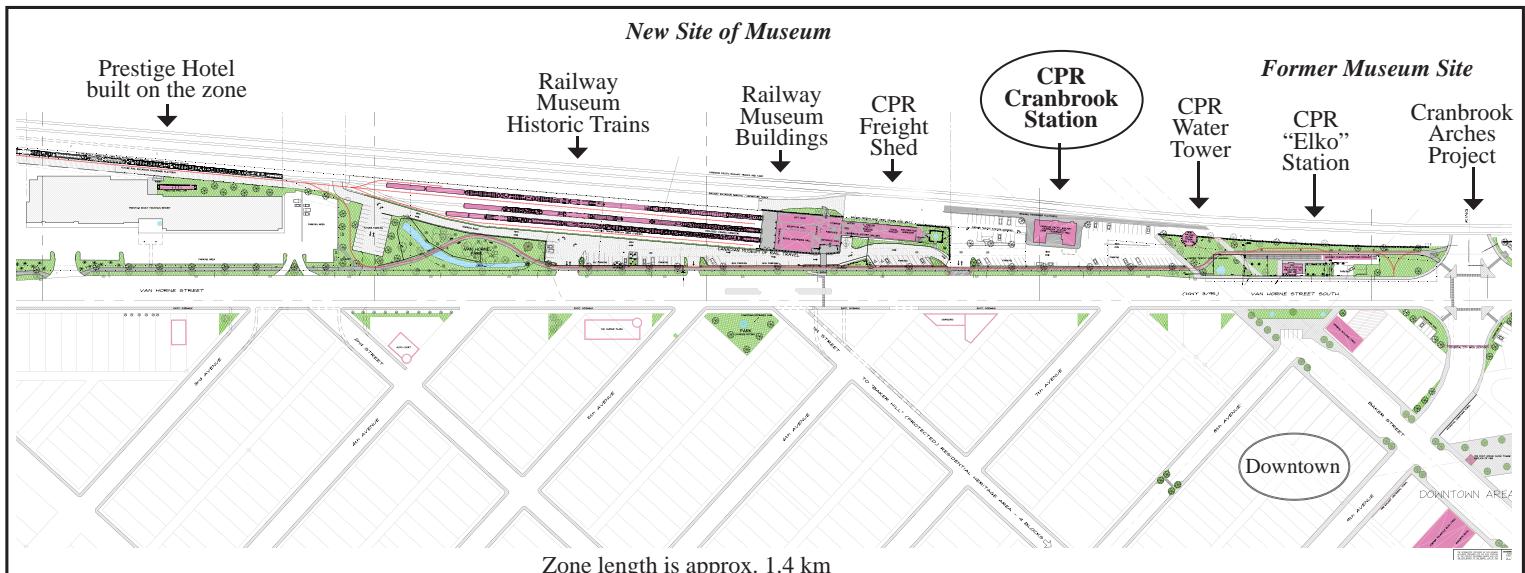
CBK.2000.017.0023



Model View 1999

View showing restored Station. The restored Freight Shed and Railway Museum is in background with landscaping and cycling walking pathway on left side.

* The water tower and the Elko Station at the former museum site would be just to the lower edge of this view



Plan of the Museum Development Zone showing Station location



CURRENT - 2009

Trackside view

Current view of vacant station after operations relocation to Fort Steele Junction

mid-Sept /09

Cbk.1992.170.011

From this



PROPOSAL

**To restore the
Canadian Pacific Railway Station
in Cranbrook.**

To this



Circa 1920's

Trackside view

The “Classic” 3-Storey Station - circa 1920’s - with a CPR employee standing in foreground

CBK.1978.245.001

PLANS AND ELEVATIONS OF THE THREE STOREY CPR STATION IN CRANBROOK



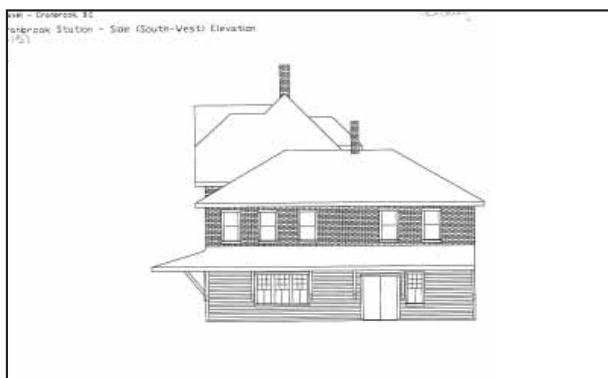
FRONT ELEVATION



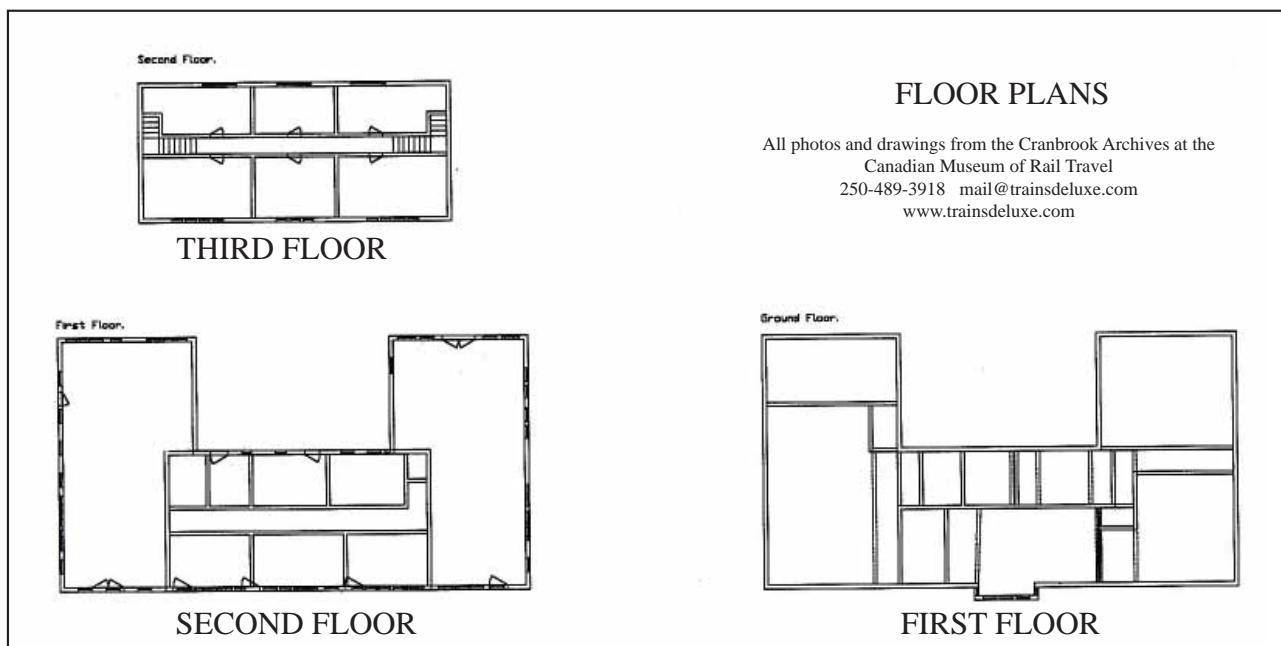
BACK ELEVATION



NORTH-EAST ELEVATION



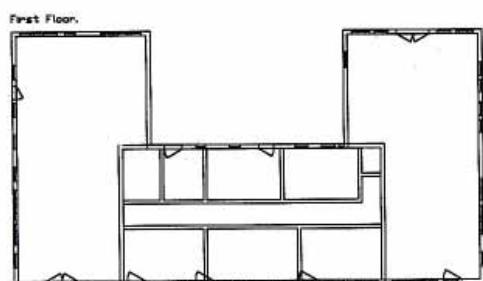
SOUTH-WEST ELEVATION



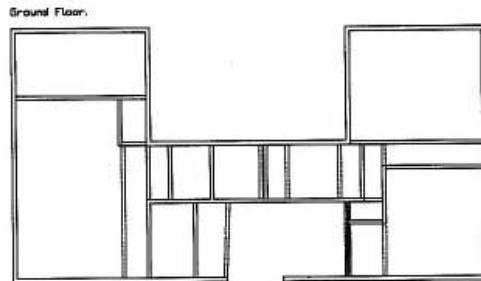
FLOOR PLANS

All photos and drawings from the Cranbrook Archives at the
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THIRD FLOOR



SECOND FLOOR



FIRST FLOOR