

CANADIAN
PACIFIC
RAILWAY

MODERN
STATIONS

1947

Modern Stations on the Canadian Pacific

At a number of points, the C.P.R. has erected ultra-modern one-story station buildings, which are not only of very attractive appearance, but which are very efficiently planned from a utility point of view.

REFERENCES have appeared in this journal previously to the modernistic stations being provided by the Canadian Pacific at several points on the system, and in the January issue, page 9, an account was given of the ceremonies attending the official opening of one of these new stations, at Leaside, Ont., a town adjoining Toronto on the northeast. Other stations in the series, viz., one at Marathon, Ont., on the north shore of Lake Superior, and another at Pendleton, Ont., on the Montreal-Ottawa line, are illustrated herewith.

The station building at Marathon (mile 63.1, Heron Bay Subdivision) is representative of the new type, with flat roof, designed to give the structure a "squat" appearance, and with horizontal lines emphasized. The structure, a one story one, is 11 ft. high, with main floor 91 ft. x 27 ft. 6 in., and

with a residence, 28 x 36 ft. and 11 ft. high, above the baggage room, office, and a portion of the general waiting room. The building is of frame construction, on concrete foundation, with the exterior walls covered with Insul Brick siding; it has a 20-year banded tar and gravel roof. There is an asphalt platform, 16 ft. wide, at the front of the building. The exterior decoration consists of B-29 Insul Brick siding, Jasper blonde, with white joints. The trim is in chocolate color and the window sash in buff. All exterior walls and the roof are insulated with rock wool batts.

The public portion of the building contains eight rooms, viz., the agent's office, general waiting room, men's toilet, ladies' rest room, ladies' toilet, hallway, baggage and express room, and freight shed. In the general waiting room and public toilets, the floors

are of quarry tile on concrete base, while in the office and hallway the floors are covered with linoleum. In the baggage and express room and the freight shed, the floors are concrete, with "Master Builders" armored cement finish. The toilet walls have a 4 ft. 6 in. glazed tile dado, with Gyproc above, and the ceiling is in Gyproc. The agent's office has a Gyproc ceiling and walls, with a pine baseboard. The general waiting room and the ladies' restroom walls have quarry tile baseboard with knotty pine above, and the ceilings in these rooms are in knotty pine also. All of the interior wood-work and the Gyproc walls and ceilings were given one priming coat and two coats of water paint. The walls and ceilings of the waiting room, the baggage and express room and the freight shed were given one coat of filler and



The Canadian Pacific's New Station at Marathon, Ont.

two coats of flat varnish, and are thus in a natural finish.

The private dwelling portion of the building contains seven rooms, viz., living room, four bedrooms with clothes closets, kitchen and bathroom. There is also a porch off the kitchen. The floors are birch finished, with one filler coat and two coats of oil. Linoleum has been laid on the floors of the kitchen, bathroom and hall. All of the ceilings are in Gyproc, with a wood mold. The walls are in Gyproc, with a pine baseboard. All interior wood work and all Gyproc walls and ceilings of the kitchen and bathroom have been given one coat of primer and two coats of oil paint. All other Gyproc surfaces received two coats of water paint. Electric lighting, with N.E. Co. glass

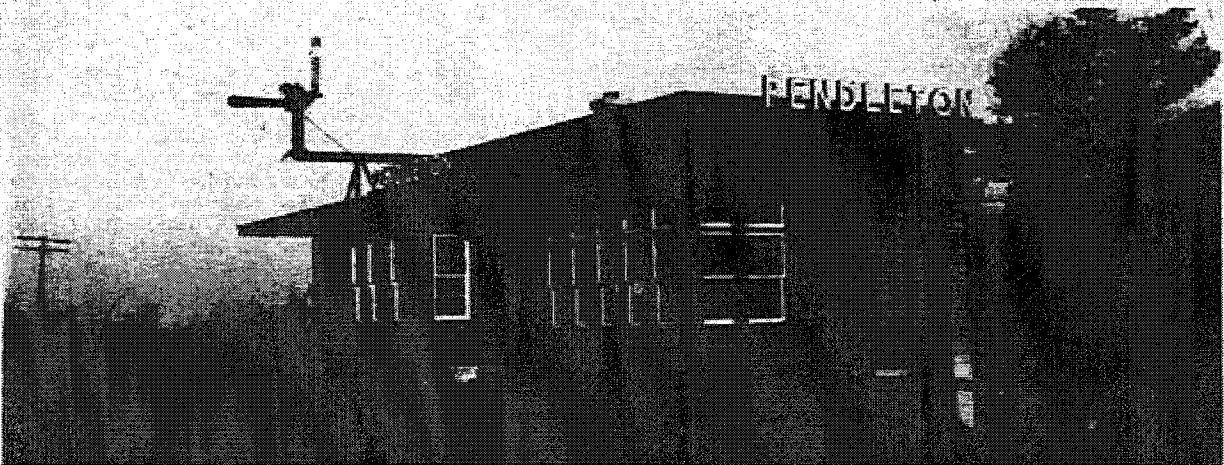
concrete and brick construction, the foundation being of concrete, with the base or belt course of the walls "pick faced" concrete. Above this belt course the walls are of brick. Credit Valley stone has been used in the window sills, and for an ornamental pylon built into the west end of the building, to which a flagpole has been attached. There is a canopy along the front of the building, also along the east end and a portion of the west end, which extends five feet over the station platform. The inside of the canopy is finished in ivory paint, and the fascia board along the outer edge of the canopy in a pea green color. The flagpole is painted white. There is also a semi-enclosed shelter with seats, at the west end of the building, facing

Mahie partitions are installed in both the women's and men's toilets.

The lighting in the agent's office, general waiting room, women's rest room, women's toilet and men's toilet is 2-tube fluorescent, ceiling mounted.

The walls of the baggage and express room have a smooth face terra cotta tile dado, finished with green paint on the upper portion. The ceiling is pine tongue and groove, and V-joint boarding with ivory finish. The lighting is Wheeler no. 116, with duplex reflectors.

The basement contains a furnace room, fuel room and store room, and the floors are concrete with one inch armoured finish. All walls are concrete. The lighting is Wheeler no. 1295, hung from the ceiling.



The Canadian Pacific's New Station at Pendleton, Ont.

ceiling band or plastic bowls, is installed. A cabinet has been installed in the kitchen and arrangements made for use of either coal or wood stove.

the track. The roof is a C.P.R. standard, 20-year bonded, tar and gravel one, and is insulated with rock wool batts.

A hot water heating system has been provided throughout the building. The plumbing and toilet fixtures are all modern and up-to-date.

faces received two coats of water paint. Electric lighting, with N.E. Co. glass

semi-enclosed shelter, with seats, at the west end of the building, facing

concrete. The lighting is Wheeler no. 1205, hung from the ceiling.



The Canadian Pacific's New Station at Pendleton, Ont.

ceiling hand or plastic bowls, is installed. A cabinet has been installed in the kitchen and arrangements made for use of either coal or wood stove. The bathroom is equipped with bath, wash basin and toilet.

The basement contains a furnace room and a storage room. The floors are concrete, with armored cement finish, and the walls are concrete.

The building is equipped with a hot water heating system. All modern and up-to-date plumbing and fixtures have been installed.

The electric lighting in the office, general waiting room, ladies' toilet, ladies' rest room and men's toilet is fluorescent ceiling mounted. The lighting in the remainder of the public portion and basement is Wheeler no. 1205, hung on the ceiling.

The seats in the ladies' rest room are upholstered, with chrome legs and arms, while the seats in general waiting room are in accordance with C.P.R. standard plan H-27-19-A. One single and two doubles have been provided.

Leaside Station—The new station building at Leaside (mile 103.8, Oshawa

the track. The roof is a C.P.R. standard, 20-year bonded, tar and gravel one, and is insulated with rock wool batts.

The public portion of the building contains six rooms, viz., agent's office, general waiting room, women's rest room, women's toilet, men's toilet and baggage and express room. The floors in the general waiting room, women's rest room, women's toilet and men's toilet are quarry tile on a concrete sub-base. The floor in the agent's office is wood, covered with linoleum, while the floor in the baggage and express room is concrete, with masterplate metallic concrete finish. The walls of the general waiting room, agent's office and women's rest room are birch plywood, with a quarry tile baseboard. The dado is walnut colored with the upper portion of the walls done in light walnut color. The ceilings of these rooms are covered with acoustic material and painted with ivory water paint. The walls in the women's toilet have a quarry tile baseboard with a vitrolite tile dado, green in color, with the upper

A hot water heating system has been provided throughout the building. The plumbing and toilet fixtures are all modern and up-to-date.

The seats in the general waiting room and women's rest room are upholstered, with chrome legs and arms.

One of the accompanying illustrations shows the new station at Markham, while the other shows the small modernistic station provided at Pendleton. Views of the Leaside Station accompanied the article in our February issue, referred to in the introductory paragraph.

Railway Executives in Canada

A publication entitled "Steam Railway Employees and Their Compensation, 1926-1945", issued by the Transportation and Public Utilities Branch of the Dominion Bureau of Statistics, records a decrease of from 854, in 1926, to 543, in 1945, in the number of Canadian steam railway executives, general officers and assistants. The rate of