

STATEMENTS OF SIGNIFICANCE

Site Name: **CANADIAN PACIFIC RAILWAY STATION**

Date of Construction: 1906, addition to the south in 1911

Address: 402 North Railway Street

Original Owners: Canadian Pacific Railway

Architect: Unknown

Neighbourhood: Downtown

Legal: RY22908;RLY;12

ATS: 7-SE-31-12-5-4



Description of Historic Place

The Canadian Pacific Railway Station, situated adjacent to and just north of the railway tracks in the City of Medicine Hat, is a large, one and one half-storey building with a nearly symmetrical plan, a main hipped roof with gabled roof wall dormers extending above the skirt of the roof, and polygonal towers with matching roof near each end of the front/south façade. The exterior walls are composed of a watertable of rough cut sandstone blocks with red pressed brick cladding. The building has regular, multi-assembly fenestration on the first and second floors with sandstone lintels and sills. The double gabled wall dormers feature half-timbering and pebble dash stucco above Palladian windows.

Heritage Value

The Canadian Pacific Railway Station, first constructed in 1906, is highly valued as the preeminent building associated with the western expansion of the trans-continental railway-building program and the impetus for the founding of the City of Medicine Hat. The original route through the prairies proposed by Sir Sandford Fleming avoided southern Alberta entirely, in part due to early unfavourable accounts of the region's farming potential. The Canadian Pacific Railway opposed Fleming's route, proposing a more southerly one, which would in turn help manage Canada's southern border and limit American expansion

north. Early surveyors first reached the banks of the South Saskatchewan River in 1883. As they laid out the crossing point for the railway line, a work and section camp was established in preparation for the influx of workers who would arrive in the spring – this camp would become the City of Medicine Hat. Unlike the chaos of other early railway towns, Medicine Hat's layout was highly organized with the railway trestle, siding, and station forming the spine of the town and commercial and residential blocks spreading outwards north and south of the tracks. Once established, the railway brought settlers from eastern Canada, the United States, and Europe to the prairies. Local businesses, typically established in close proximity to the railway line, provided amenities to residents as well as those traveling on from Medicine Hat. The region's environment coupled with the City's positioning in southern Alberta, vast natural gas deposits, and extensive railway network resulted in it becoming a key production and distribution centre in southern Alberta, attracting a range of businesses. The City of Medicine Hat's strong economic base and permanency is reflected in the railway station's substantial size, high quality building materials, and handsome design.

The Canadian Pacific Railway Station is further valued as a symbol of the important role of the railway to the City as a divisional point and key transportation and distribution centre in southern Alberta. In 1885, one of the City's first Canadian Pacific Railway stations was constructed, consisting of a two-storey wooden-frame structure located on the south side of the railway tracks on South Railway Street. When Medicine Hat was classified as a divisional point, additional out buildings and a roundhouse were constructed. Divisional points, strategically placed every 160-320 kilometres along the national rail line, served as a place for locomotives to be refueled and repaired, cars sorted, and crews changed. The original railway station served the City until 1905, when, due to the influx of passengers and freight, a larger station was needed. The following year, construction was completed on the City's new station at a cost of \$20,000. Coinciding with the construction of the new station, the roundhouse was enlarged to accommodate six additional engines and renovations were also made to the machine shop, bunkhouse, and water car house to meet the growing needs of the City. The choice to build the new station using brick and sandstone reflected permanency and optimism, ensuring a long-term relationship between the CPR had for the City. Passenger and freight rail service continued to grow throughout the late 1900s, which necessitated a 30.5-meter addition to the south end of the existing railway station in 1911. The addition more than doubled the building's capacity and was designed in keeping with the style of original station. Passenger service ended in 1991 and since then the station has been used to house CPR staff offices and training space.

The Canadian Pacific Railway Station is also significant as a largely intact and excellent example of the Canadian Pacific Railway's Chateau-style railway station with Chalet-style elements and is evocative of the unique form of railway stations constructed by the CPR during the first decades of the 20th century. As construction of the railway raced across the prairies, many of the earliest stations were little more than fixed boxcars which served as the ticket office, waiting room, and accommodations for the agent. As communities became more established and their population grew, larger permanent railway stations were constructed using CPR's standardized designs. The sandstone and brick Chateau-style station was constructed by James McDiarmid using one of the CPR's standardized plans and is similar to stations in Moose Jaw, SK and McAdam, NB. The Chateau style was heavily influenced by CPR's President Sir William C. Van Horne's affection for Scottish baronial homes and French chateaus. The 1906 station's form, scale, and massing with mirrored plan, use of brick and stone, steeply pitched roof, central tower with polygon roof, ornate wall dormers, hipped roof with projecting eaves supported by large timber brackets, and prominent chimney reflect this unique style and stand in dramatic contrast to the earlier wooden-frame station. The station's architect is unknown; however, CPR architects Bruce Price and Edward Maxwell are both linked with the building and designed CPR hotels and stations elsewhere in Alberta. In 1911, a substantial addition was constructed to the south of the 1906 station, which more than doubled the size of the station. The addition was constructed in the Chateau style; however, it incorporated Chalet-style elements through its half-timbering in the gable peaks, pebbledash stucco cladding, dentils, and finials. The site was designated a provincial historic site in 1991 and federally protected under the *Heritage Railway Stations Protection Act*.

The Canadian Pacific Railway Station is further significant as a highly valued landmark situated in Medicine Hat's historic downtown core. The building's location, scale, and design make it highly distinguishable from the surrounding streetscape.

Character-Defining Elements

Key elements that define the heritage character of the Canadian Pacific Railway Station include, but are not limited to its:

- location parallel with the Canadian Pacific Railway tracks and North Railway Street in Medicine Hat's historic downtown core;
- form, scale, and massing as expressed by its: one and one-half storey height; rectangular plan; hipped roof with large projecting eaves; single and double gabled wall dormers with exposed rafter tails; polygon towers with matching roofs; shed roof dormer;
- construction materials consisting of: rough cut sandstone watertable with tooled red mortar; common bond red pressed brick with tooled grey and red mortar, depending on location; sandstone sills, lintels, keystones, roof bracket stop; cedar shingles on sides of some dormers; pebbledash stucco on upper level of south tower;
- Chateau-style elements such as: masonry construction materials; towers; ornate wall dormers; pitched roof; prominent corbelled brick chimney; projecting eaves supported by wooden brackets; whalebone barge boards with decorative mouldings; diamond crest of rough cut brick in a geometric pattern in the gable peaks; wooden frieze on upper level of north tower below roof;
- Chalet-style elements including: half-timbering with pebbledash stucco; dentils; exposed purlins; finials;
- fenestration including: single, double, and triple assembly rectangular window openings; double assembly 4-over-1 single-hung wooden-sash windows; palladian window with sandstone keystone, pebbledash stucco, and decorative brick casing; 2-over-2 single-hung wooden-sash window in shed roof dormer; multi-light wooden-sash transom at east façade; and
- additional features such as: tapered concrete posts and metal gate with "CPR MED. HAT" for former CPR gardens.

Additional Images



Twin dormers from original building (east façade), June 2014 (Donald Luxton & Associates)



Post 1984 addition showing original windows utilized in new construction, June 2014 (Donald Luxton & Associates)



Where original building meets modern addition (east façade) June 2014 (Donald Luxton & Associates)



1911 addition, June 2014 (Donald Luxton & Associates)



Twin dormers on east façade (1911 addition), June 2014 (Donald Luxton & Associates)



Window detailing of 1911 addition (east façade), June 2014 (Donald Luxton & Associates)



Southeast corner of train station, June 2014 (Donald Luxton & Associates)



Dormer on south end of station, June 2014 (Donald Luxton & Associates)



West side of station (by tracks) showing open soffits and brackets, June 2014 (Donald Luxton & Associates)



Stone water table with red mortar, June 2014 (Donald Luxton & Associates)



Mechanical wear on bricks from original portion of railway station (northwest side, facing tracks), June 2014 (Donald Luxton & Associates)



Cracking in mortar, west elevation of original building, June 2014 (Donald Luxton & Associates)



Mortar loss and past unsympathetic repointing on west elevation, June 2014 (Donald Luxton & Associates)



Close-up of bricks with tooled mortar – original building (northeast corner), June 2014 (Donald Luxton & Associates)



West façade of 1906 portion of railway station, June 2014 (Donald Luxton & Associates)

Historic Images



Original two-storey side-gabled wooden-frame railway station with one-storey warehouse, XXXX (Esplanade Archives)



West façade of 1885 wooden-frame railway station, 1898 (Esplanade Archives)



Original 1885 railway station (on right) with South Railway Street on the left, 1887 (Esplanade Archives)



West façade of Medicine Hat's second railway station, built following 1905 fire that destroyed the original wooden-frame station, 1906-1911 (Esplanade Archives)




West façade of railway station with original (1906) portion on the left and addition (1911) portion on right, 1913 (Esplanade Archives)

Statement of Integrity

Property Name & Address	Canadian Pacific Railway Station 402 North Railway Street
Value Summary	<p>This site is significant because.....</p> <p>Theme/Activity/Cultural Practice/ Event <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No The Canadian Pacific Railway Station, constructed in 1906, is valued as a physical representation of the trans-continental railway-building program that was the impetus for the founding of the City of Medicine Hat (Theme Value – Managing Growth in Medicine Hat).</p> <p>The Canadian Pacific Railway Station is further valued for its link with the impressive development of the City of Medicine Hat in the Edwardian Boom period and its establishment as a divisional point, and key transportation and distribution centre in southern Alberta (Theme Value - Transportation and Communication Crossroads).</p> <p>Institution/Person <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>Design/Style/Construction <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No The Canadian Pacific Railway Station is significant as a largely intact and excellent example of the Canadian Pacific Railway's chateau style railway station with chalet style elements and is evocative of the unique form of railway stations constructed by the CPR during the first decades of the 20th century (Theme Value – Built in Medicine Hat).</p> <p>Information Potential <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>Landmark/Symbolic Value <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No The Canadian Pacific Railway Station is further significant as a highly valued landmark situated in Medicine Hat's historic downtown core. The building's location, scale, and design make it highly distinguishable from the surrounding streetscape.</p>
Period of Significance	1906 – 1913 Pre-First World War Boom, Age of Optimism
Chronology of Alterations	1911 – 30.5 meter addition to south end of station Pre-1972 - two-storey brick addition to rear (east façade) of station 1993 – interior renovations 1995 – interior renovations 1999 – demolition of warehouse CPR yard Unknown Date - Windows replaced Unknown Date - HVAC unit and ductwork installed at rear
Aspects of Integrity	<p>Location <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Applicable The location of the CPR Station has not changed.</p> <p>Design <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Applicable Form, scale, and massing of the station have remained the same; however, an addition has been placed on the rear of the building and some fenestration altered.</p> <p>Environment <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Applicable The building is still adjacent to the CPR tracks.</p>

	<p>Materials <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Not Applicable The original materials of the building are intact; however, nearly all the windows and doors have been replaced.</p> <p>Workmanship <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Applicable The workmanship of the CPR Station is in very good condition reflective of the materials used and quality of workmanship.</p> <p>Feeling <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Applicable The building continues to project a strong historic aesthetic.</p> <p>Association <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Not Applicable The building no longer serves as a passenger station; although still owned and used by the CPR.</p>
<p>Statement of Integrity</p>	<p>The <u>Canadian Pacific Railway Station</u> maintains all the aspects of integrity necessary for it to convey its significance/heritage value.</p> <p>The Canadian Pacific Railway Station is a unique historic resource possessing a high degree of its original historic fabric. The one and one-half storey rectangular plan building is comprised of a 1906 portion (roughly the northern 1/3 of the building) and a 30.5-meter addition to the south completed in 1911. Both components of the building are overall in good condition with localized areas of deterioration and alterations. The form, scale, and massing of the station, following its 1911 addition, is intact with the exception of a two-storey front-gabled bay on the station's east (rear) façade. The building's rough-cut sandstone block water table is in good condition with no cracked or extensively deteriorated units detected. Mechanical damage at the corners of the building to the sandstone is present and localized mortar loss was identified on all façades of the building. The building's red pressed brick exterior is in good condition; however, cracked brick, missing mortar, stepped cracks in mortar joints, unsympathetic past repointing, and staining of brick below window sills is present. An area requiring further investigation is the connection between the original station and the two-storey brick bay on the east façade. A significant crack at the inside corner is present, perhaps due to settlement issues or poorly detailed. This crack permits moisture and pests access to the wall cavity of the building and requires repair to prevent further damage from occurring. The sandstone windowsills, lintels, and keystones are in good condition; however, cracks are present in a number of sills where the original wooden-sash windows have been replaced. Nearly all the station's fenestration have been altered. The original wooden-sash windows on the first floor have been replaced with aluminum windows; however the openings have not been resized. The retained original wooden-sash windows are restricted to the upper floor windows of the station. The four sets of double assembly windows in the gabled wall dormers on the second floor of the east façade are original, as is the wooden-sash window in the shed roof dormer. The wooden-sash window on the side of the two-storey addition on the east façade are also original and were likely repurposed from the original gabled wall dormer that was lost when the addition was constructed. Although the majority of the window sashes have been replaced, the size of the openings, including the Palladian windows, have been maintained, as have the majority of the</p>

	<p>wooden mullions of the double and triple assembly windows. A number of window openings have been bricked with some sandstone sills retained in situ. The cedar shingle roof is in good condition with no missing shingles evident. Gutters are present and well anchor to drain water away from the building. The wooden components of the building such as the wooden brackets, rafter tails, exposed purlins, half-timbering, whalebone bargeboards, and dentils are in good condition with no evidence of rot or missing components. Protective measures have been taken, particularly on the wooden brackets, to limit the damage associated with perching and nesting birds. The cedar shingles present on the sides of the dormers are in poor condition with missing and split shingles detected. The pebbledash stucco present in the double gabled dormers and Palladian windows are in good condition. However, the original pebbledash stucco present on the upper level of the south tower on the west façade has been painted over and the pebbledash stucco below the roof of the northern tower has been covered with wooden cladding or removed entirely. The finials on the two towers were installed as part of the 1911 construction work. Overall the west, public façade remains intact with those exceptions previously noted herein. The east façade exhibits the greatest degree of alterations with the two-storey brick bay and the installation of an HVAC unit and associated ductwork on the concrete apron of the station. Measures should be taken to ensure the existing historic fabric is retained and maintained to protect this important City resource into the future.</p>
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	Site Number	Category A
	Community District Downtown	
	Designation	

Site Name(s): Canadian Pacific Railway Station									
Municipal Address: 406 North Railway Street		Date of Construction:	1906 and 1911						
Consultant(s): Donald Luxton & Associates Inc.		Evaluation Date:	<table border="1"> <tr> <td>Y</td> <td>M</td> <td>D</td> </tr> <tr> <td>14</td> <td>06</td> <td>10</td> </tr> </table>	Y	M	D	14	06	10
Y	M	D							
14	06	10							
Heritage Committee: Heritage Resource Committee									
Heritage Planner: Chris Reddy									
			<table border="1"> <tr> <td>TOTAL</td> </tr> <tr> <td>90</td> </tr> </table>	TOTAL	90				
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90									

History (H)	E	VG	G	F	P	(H) SCORE
H.1 Associations/Patterns	X					40
H.2 Age	X					20
Comments:						40
H.1 The CPR Station is representative of Medicine Hat's establishment, growth, and permanency.						
H.2 Constructed in 1906 and expanded in 1911.						

Architecture (A)	E	VG	G	F	P	(A) SCORE
A.1 Style/Type/Design	X					40
A.2 Designer/Builder		X				10
A.3 Construction Technology		X				10
A.4 Interior Details					X	0
A.5 Alterations			X			-10
Comments:						
A.1 The CPR Station is of the CPR's standardized designs of the chateau style encompassing elements of their chalet style in its 1911 addition.						
A.2 Architect – Unknown, Contractor – James McDairmid (1906)						
A.3 Building constructed using sandstone rough-cut blocks, red pressed brick with grey and red mortar, single, double, triple assembly windows, Palladian windows, hipped roof with multiple dormers, towers.						
A.4 Interior highly altered with no original elements retained.						
A.5 Majority of wooden-sash windows replaced, some windows bricked in, doors replaced, two-storey brick bay on rear of station, HVAC unit and ductwork also installed on rear apron of station.						

Urban Context (C)	E	VG	G	F	P	(C) SCORE
C.1 Landmark/Character	X					15
C.2 Streetscape/Landscape	X					15
Comments:						
C.1 The CPR Station is a high valued landmark in the City's downtown core.						
C.2 The CPR Station is the dominant character on the block.						