



STRATHCONA CPR STATION

8101 - GATEWAY BOULEVARD NW

CITY OF EDMONTON HISTORIC RESOURCE MANAGEMENT PROGRAM

Edmonton

DESCRIPTION OF HISTORICAL PLACE

The Strathcona Canadian Pacific Railway (CPR) Station consists of a one and one-half storey building with a two-storey projecting polygonal tower. The station is located east of 103 Street and south of Whyte Avenue in the historic district of Old Strathcona. The Strathcona CPR Station is also a designated Provincial Historic Resource.

HERITAGE VALUE

The Strathcona CPR Station is valued for its association with the Canadian Pacific Railway and the early railways that helped form Strathcona as a city prior to amalgamation with Edmonton in 1913. Strathcona was the

northernmost terminus for the Calgary and Edmonton (C&E) Railway, later to become the CPR. Known as the 'end of steel', it was the point at which the railways could extend no further without building massive bridges over the North Saskatchewan River Valley. Strathcona grew in importance as the end of the line and a major transportation and transshipment point in, and to, Northern Alberta. The station remained in active railway use until 1980.

The station is also valued as an indicator of the importance of rail travel early in the twentieth century. Prior to the extensive network of highways that currently connects the Province, the primary mode of transportation and shipment was by rail. Important connections between Calgary and Edmonton helped the province's two largest cities form and allowed access to business opportunities, government, and family in each city as well as other smaller centres around the Province.

The station is also significant for its architecture. The same striking design was used for three subsequent Alberta CPR stations at Lethbridge, Red Deer, and Medicine Hat. Built with elements of Classical and Renaissance Revival architecture, the Edwardian-era station is massed in a long horizontal fashion along the rail tracks to maximize coverage of the platform serving arriving and departing trains. A wide roof with large support brackets which overhangs the former platform space was designed to shelter passengers from the elements. Additionally, the tower affords the structure a prominent silhouette and makes it immediately recognizable.





CHARACTER DEFINING ELEMENTS

The Classical and Renaissance Revival architecture of the building is expressed in character-defining elements such as:

- + the form, scale and massing;
- + bellcast hipped roof with oversized eave brackets;
- + asymmetrical position of top storey and tower;
- + masonry construction including brick facing with Tyndall stone details;
- + polygonal tower on the platform side of the building;
- + doors opening onto the former platform area;
- + smooth Tyndall stone window sills and tower cladding;
- + paired stone brackets, dentil course, rusticated pilasters, and keystones on the tower;
- + smooth Tyndall stone corner quoining; and
- + rough Tyndall stone foundation.

Designated as a Municipal Historic Resource through Bylaw 13470 in November 2003.

Designated as a Provincial Historic Resource in October 2004.

Designated as a Federal Heritage Railway Station in September 1991



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