



This photo is unusual in that it features two Revelstoke stations in use at the same time. The date is some time after July 1905 as the new station, in the distance, was completed at that time. The train is being prepared for its trip eastbound and we see the locomotive crew discussing their coming assignment.

The earlier station, in the foreground, is still in operation as a train order office. In the distance, between the two stations is a staircase leading up to a landing. There is a similar staircase leading up from the new station. From the landing another staircase leads up to the CPR hotel on the hillside above. At this time the wood plank passenger platform spans the two stations. In later years the platform was shortened and paved prior to 1938. After the hotel on the hillside was closed and torn down in 1929 the staircases were removed and a lower concrete retaining wall was built to prevent any slippage of the hillside.

As stated on page 9, No. 589 was built by Schenectady Locomotive Works of New York in 1903. It was converted from a compound to a simple locomotive, as seen here, in June 1910 so that dates the photo as subsequent to June 1910.

Revelstoke Railway Museum Photo #1592 Photographer unknown

The D9 classes were used in passenger service for many years on the Revelstoke Division. In January 1916 there were eleven D9s assigned to Revelstoke for passenger service. They were replaced in this service by more powerful locomotives such as the G4 Pacifics in 1919. When the larger locomotives arrived, the D9s still remained in service in lesser roles. This would have included the Lake Windermere, Arrow Lakes and Okanagan subdivisions. Indeed, D9c No. 590 was still assigned to Revelstoke in June 1954. So based on all this information, the photo was most likely taken after June 1910 and prior to the arrival of the G4 Pacifics in 1919.

The train appears to be about six or seven cars long, perhaps as many as eight and may not have included a dining car. A meal stop would take place at Glacier House if necessary. The D9s were restricted to about 850 tons between Revelstoke and Albert Canyon and about 400 tons between Albert Canyon and Glacier, so depending on the weight of the train, a pusher was probably added at Albert Canyon. Prior to 1916 this would have been an N3 2-8-0 or an R1 2-10-0 if it was later than 1916.