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THE UPPER CANADA RAILWAY SOCIETY MEETS THE THIRD FRIDAY OF EACH MONTH IN ROOM 486, TORONTO UNION STATION, AT 8:30 P.M. The next meeting will be held on March 19th; Mr. William T. Sharp, a member of the Society, will address the group on the subject of his impressions of the railways of Great Britain, as gathered on his visit in the summer of 1947.

A FAN TRIP TO FIELD

By John A. Wood, Vancouver B.C.

Before I start an account of this trip, which will be in the form of a diary, a little explanation of how it came about is in order.

My annual holidays this year fell on January 12th, and as we on the west coast very rarely see any honest to goodness snow, my wife said that she would like to go somewhere where there was real snow. Right then an idea was born. Why not visit a place with real snow combined with real railroading? As any railfan should know, Field is where the C.P.R.'s "Big Hill" commences its nearly 1500 foot climb through the Spiral Tunnels to Stephen at the Great Divide. Since my wife was agreeable to this trip, arrangements for accommodation at Field were made and we awaited our departure date with as much composure as possible.

Tuesday, January 13th We left Vancouver at 19:52 on #4, seven minutes late on account of a broken steam line between the tender of our engine, 2860, and the baggage car. On our way out through the yards we saw C.P.R. 3443, 6252, and National Harbours Board diesel #1 doing some switching. At Mission at 21:10 #2717 with westbound #1 was passed.

Wednesday, January 14th Arrived at Taft 8:05 and passed eastbound freight with engine 5765. Clanwilliam at 8:42, helper engine 5916 on side track. Into Revelstoke on time at 9:00 where we changed our Hudson for a Selkirk #5921. As we left, #1, engine 5915 arrived, 1 hour 30 minutes late. 9:45 at Twin Butte, passed wedge type snowplow with engine 5902. Ross Peak at 10:47 where helper 5911 was observed. Arrived at Glacier 10:55 where we saw helper 5908. After a few minutes stop for water and orders we preceded through the five mile long Connaught Tunnel and on downgrade over the 315 foot high Stoney Creek bridge. Passed eastbound freight at Rogers 11:37, engines 5917 and 5909. The 5909 was dead and on her way to the Ogden shops at Calgary, as she had her boiler tubes burnt out at Revelstoke a few days previously. Into Beaver mouth at 11:45 where we saw helper 5804. Between here and Golden we observed many deer and elk adjacent to the track. Arrived in Golden at 12:45, and saw a westbound freight, engine 5900. Passed #3 at Misko, engine 5929, and arrived in Field on time at 14:30.

After cleaning up and eating, we visited the roundhouse and introduced ourselves to the locomotive foreman who kindly offered to arrange, a trip up the "Hill" in the cab of one of the helper engines on the following day. In and around the roundhouse were seen the following engines - 5340, 5361, 5363, 5431, 5440, 5773, 5788, 5803, 5809, 5810, 5901, 5905, 5914, and 5922. It might be noted here that until about four years ago 5900 class engines handled all trains between Calgary and Revelstoke, but now 5300 and 5400 class engines handle the freight trains between Calgary and Field, assisted by one helper from Lake Louise to Stephen westbound, and two helpers Field to Stephen eastbound.

Thursday January 15th After a good night's sleep and a hearty breakfast at the famous Field Y.M.C.A., we hiked to the roundhouse in search of our promised ride in the cab. The next eastbound freight, a drag of 88 cars, was called for 10:15. The length of the train was most

unusual for midwinter, although only 35 of the cars were loads. Our engineer told us that we should be able to see the front end of our train emerging from the Spiral Tunnels, as the 5811, the engine we were on, was the rear helper. We pulled out of the yard at 11:30 with orders to switch the mine track four miles up the hill. Arriving at the mine, we proceeded to do our switching, coupled back on our train and whistled a highball to the lead engines at 13:00. Our engineer pushed the reverse lever forward and pulled the throttle open, waiting for the lead engines to start pulling. The air came off and we started pushing but not for long. We were stalled on the "Hill". A freight headed by #5442 was in the sidetrack at Cathedral, the next station, along with three helpers returning light to Field, Nos. 5340, 5803, and 5810, and only a short spur was available for some of our cars. The lead engines cut off 12 cars and ran them in the spur, and this lightened the train enough for us to get going again at 14:00. In the meantime 1st. #7, engine 5921, which was supposed to pass us at Cathedral, had to wait at Yoho, the next station east. We crawled past Cathedral at 14:15 and entered the lower spiral tunnel. Since our train was now 12 cars shorter, we were denied a view of the front end emerging from the tunnel, Past Yoho and 1st. #7 at 14:35, into the upper tunnel and on to Hector where we met 2nd. #7, engine 5925, at 15:07. From here on to Stephen the grade is not as steep as the initial 2.2%, and we picked up a little speed to arrive at Stephen and meet 1st. #83, engine 5428, at 15:20. We and the front helper 5361 turned on the wye, coupled together and proceeded on our way back to Field. At Hector, where we were to meet Nos. 8 and 4, helper 5812, which had been working out of Lake Louise since morning, came along behind us and coupled on. #8, engines 5915 and 5929, passed at 16:20 and #4, engines 5809 and 5913, at 16:42. Proceeding down to Yoho, we found 1st. 83 just leaving so had to wait 15 minutes for the block to clear. Out of Yoho at 17:20 and arrived safely back in Field at 17:50.

It might be mentioned here that the weather was ideal throughout the trip. It has been a mild winter throughout the Rockies this year, and there has been a very light snowfall. Instead of twenty feet, there is only about two feet of snow on the level. The sun shone continually, and numerous mountain scenes were photographed.

Friday, January, 16th. We enjoyed our ride in the cab the previous day so much that we decided to try it again, this time on the passenger helper. Since we were going east, all times given for both trips are Mountain Standard, Field itself is on Pacific time, but most crews work on Mountain time as the time changes there. We arose at 6:20, breakfasted, hunted up the helper 5803 in the yard, and climbed on at 7:35. We had the same fireman as the day previous, but a different engineer. At 7:50, #2, engine 5920, pulled in and we coupled on the head end. Away on time at 8:05, and up the hill with a roar; passed helpers 5811 and 5812 returning light to Field at Cathedral at 8:20, through the first tunnel and by Yoho at 8:28, through the second tunnel and by Partridge at 8:35. Just about now we received a signal from the conductor to slow down as we were ahead of time. Made a stop at Hector; away again at 8:44, and arrived at Stephen 8:50.

Here we uncoupled from #2, which proceeded on its way, while we turned on the wye, picked up orders at the station, and when the block cleared we backed into Alberta, and so continued on to Lake Louise. Here we left the engine to its own devices while we strolled around the country side, with the temperature at zero, taking photographs. We observed 5441 on a caboose hop to Calgary at 11:20. The engineer invited us to come along, and it was with regret that we declined.

Had a cup of tea and a lunch we had brought along, with the baggageman at noon. 1st. 83, engine 5427, came in at 12:50, followed ten minutes later by #3, engine 5929. #3 left at 13:05, and our helper engine 5803 arrived back from Stephen at 13:50. We climbed aboard and helped 1st. 83 to Stephen, then returned to the Lake for 2nd. 83. She was waiting for us with engine 5433. Leaving at 14:45, we arrived at Stephen at 15:10. Picking up orders on the fly, we pulled down to the west end of the yard, uncoupled, and pulled right out headed for the roundhouse at Field. Pulled

into the passing track at Partridge and met #8, engines 5809, 5810, and 5925, at 15:40. Proceeded to Yoho, and met #4, engines 5812 and 5921, at 16:10. Away again to arrive back in Field at 16:40, where we saw engine 5913 with #7 at 17:00 P.S.T. and 3rd 83, engine 5440, at 17:15.

Saturday, January 17th. This was the day of sorrow and parting. We had met some very fine people in Field and were loathe to leave, but all good things must end. We saw 1st 83, engine 5428, at 10:45, 5921 on #3 at 13:20, #8 with 5803, 5810 and 5929 at 13:50 and #4 pulled in with 5928. We left on #7, engine 5925, 55 minutes late at 14:20. Arriving in Golden, we saw helpers 5759 and 5775. From Beavermouth to Glacier we had 5805 as a helper. We arrived in Revelstoke 40 minutes late and picked up 2861. 5925 continued with us as helper to Clanwilliam. We saw 5779, which is the yard goat at Revelstoke, and 2701 coming in with an eastbound freight. 5771 helped us from Tappen to Notch Hill, and we arrived in Kamloops still 40 minutes late, where we observed the yard goats 3650 and 3678. Arrived North Bend 30 minutes late, Ruby Creek 20 minutes late, where we saw 3613 with an eastbound freight; Ruskin 10 minutes late, Coquitlam on time and into Vancouver, where we saw diesel 7053 and 3654 switching.

Thus ended a very enjoyable but too short visit to some of the finest country in the world. We intend to make the same pilgrimage again next year, but this time our visit will be a longer one.

FOREIGN ENGINES IN TORONTO DURING 1947

List compiled by George W. Horner

NYC	56 engines	5200, 5202, 5205, 5208, 5210, 5211, 5213, 5214, 5216, 5222, 5225, 5226, 5232, 5233, 5240, 5241, 5253, 5254, 5259, 5263, 5276, 5277, 5283, 5284, 5285, 5287, 5293, 5294, 5251, 5301, 5309, 5310, 5311, 5313, 5314, 5317, 5319, 5328, 5331, 5342, 5339, 5360, 5361, 5362, 5363, 5364, 5365, 5366, 5367, 5369, 5370, 5371, 5372, 5373, 5374, 5377.
TH&B	9 engines	11, 15, 16, 102, 103, 104, 105, 106, 107.
WAB	4 engines	2263, 2265, 2266, 2271.
DL&W	6 engines	1501, 1502, 1503, 1505, 2111, 2116, 2117, 2135.
LV	6 engines	451, 452, 472, 479, 481, 485.
ERIE	5 engines	3169, 3185, 3188, 3190, 3194.
BCR	6 engines	21, 23, 25, 26, 27, 28.
DS&C	2 engines	2, 4.
NHB	1 engine	1.
MP	2 engines	9801, 9802.
P&OV	1 engine	7.

DT	1 engine	23.
CV	3 engines	230, 220, 232.
PGE	2 engines	162, 163.

Total 106 engines.