

Canadian Pacific on the Revelstoke Division

Volume One

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When I set out to write volume one, I had no prior writing experience. I'm sure if you could go back and ask my teachers from the schools of my youth about the likelihood that I could pull this off, you would have heard a resounding "No!".

Regardless, during my career with BC Hydro as an electrician and later as a safety instructor, I did develop some writing skills. This came about because I had to write maintenance reports, safety rules and procedures and instructional Power Point presentations.

So when I decided to take a stab at writing a book about railway history I felt the best approach was just to present my stories as if I was standing in front of a group of people and just talking to them in an informal manner. I received lots of helpful advice from people that did the editing. Some of which I agreed with and incorporated into the books, other of which I did not agree and ignored the advice. Be that as it may, I think the end result works.

The one thing that I wish I had had was the advice of railroaders that worked during the steam era. Unfortunately there are very few of them left. Those that were left, really only worked at the very end of the steam era and often they were not able to help. I recently asked one very nice gentleman about steam locomotive booster engines. Even though he worked on steam for a few years, he was a fireman and so had no working knowledge of booster engine operations. Furthermore, the booster equipped engines were only used on passenger trains and he didn't have enough seniority at that time to work on passenger trains. A couple of the things he told me, I know for a fact were not true.

Had Ernie Ottewell still been alive when I wrote volume one, I am confident that he would have prevented me from making the mistakes that I made which I am now forced to correct. The one fortunate aspect of these mistakes is that I now know more than when I made them. What follows are three pages of edited text that the reader can download, print and insert in their books. All future printings of volume one will be correct.

Doug Mayer

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Errata

Page 9 - The only mistake on page 9 relates to a reference to page 13. Because page 13 has a serious mistake in the third paragraph, which has forced a complete rewrite of the whole page, the second sentence of the fourth paragraph on page 9 has to be changed. The sentence read “The 589 in this photo is not the same locomotive as the 589 on page 13.” That statement is incorrect as the locomotive is the same one on both pages. In order to correct the sentence and have the text fit the page properly, the entire paragraph has been rewritten. The edited page can be downloaded, printed and inserted into earlier copies of the book. Future printings will include the new page.

Page 13 - When I wrote this page I misinterpreted the information in Appendix A of Omer Lavallée’s book Canadian Pacific Steam Locomotives. The mistakes are mine alone and to the best of my knowledge, the information in Omer’s book is correct. The third paragraph on page 13 identifies No. 589 incorrectly and that has been corrected in the edited text. However, in the course of correcting that error, I realized that the entire page had to be edited because part of the information on the page that was used to date the photo, was based on the incorrect locomotive date information. The edited page can be downloaded, printed and inserted into earlier copies of the book. Future printings will include the new page.

Page 16 - The third paragraph on this page is incorrect. I was uncomfortable with it when I wrote it. A little voice in my head said “is this correct?” I should have listened to that voice because the remarks about helper locomotives assisting with brake air are completely false. The lead locomotive of a train has to control the train brakes and can be the only supply of brake air to the train. The automatic brakes on the trailing locomotive and on the train will be controlled from the lead locomotive. The engineer of the trailing locomotive will have control over the independent brakes on his locomotive, but have no control over the train brakes. There are cases today where the use of distributed power allows the rear locomotive to supply brake air but the braking systems today are far different from those in use during the steam era. As for the steam supply for train heating, the trailing locomotive would require a steam heating connection on the pilot in order to receive steam from the lead locomotive. It is possible that some locomotives had steam lines on the pilot, but I have not been able to confirm or refute that. The introduction to volume two

contained these remarks. The edited page can be downloaded, printed and inserted into earlier copies of the book. Future printings will include the new page.