



Revelstoke Railway Museum Photo #3009 – Photographer unknown

This view of the Albert Canyon pusher station circa 1918 clearly shows the track arrangement that was used to gain access to the five stall engine house that was built in 1916. Rather than building a roundhouse and turntable which consume a large amount of space and expense, the railway elected to use a rectangular structure and a simple series of track switches. The pusher station at Beavermouth used a similar arrangement for a four stall structure.

This arrangement was in use until sometime between 1929 and 1938 as explained on page 12. In this view an unidentified locomotive awaits an assignment in the number 4 stall. The locomotive is probably an R3 class 2-10-0 or one of the many 2-8-0 classes. The other pushers are most likely out assisting trains to Glacier or returning from that assignment. The term “pusher” is of course somewhat of a misnomer as the engines were routinely added at the front of the train. There is photographic evidence that steam pushers were added mid train or at the back of a train, however there doesn't seem to have been any hard or fast rules on where the helper engines were placed.

Behind the engine house we see the bunker C pump house and service tank. The Albert Canyon service tank was unusual in that it sat on a timber structure rather than a steel tower, which was the standard everywhere else on the mainline in British Columbia. Since the engine house doesn't have a boiler, the pump house has one as evidenced by the tall chimney extending from the roof.

Standing alongside on the oil track are two tank cars of bunker C fuel. The pump house boiler provides steam for keeping the oil in the service tank and tank cars, warm enough to be pumped. The service tanks on the mainline in B.C. had a capacity of 600 barrels which equals 20,983 imperial gallons or 95,391 litres. Not seen in this photo are the east and west legs of the wye. The east leg is just beyond the tank cars and the west leg is out of the photo to the right. Other than the water tank and sand house, located behind the photographer, all of the Albert Canyon locomotive facilities were within the wye. I have not been able to find any evidence of a coaling tower at Albert Canyon.