



Revelstoke Railway Museum photo #2580 Photographer unknown

Here we see a typical passenger train and locomotive assignment in the early 1900s. The location is Cambie at MP 90.0 on the west side of Rogers Pass. Cambie was located between the two loops. The upper track leads to Glacier House. Refer to the map on page 10. Cambie was named after Henry J. Cambie who was an engineering supervisor during the construction of the railway. When the Connaught Tunnel was completed in 1916, Cambie was no longer needed as a station since it was bypassed by the new track alignment. A station on the Shuswap Sub was later named Cambie.

The snow sheds on the upper track are typical of the early sheds on the line over Rogers Pass. The gap between the two sheds is a fire break, and the sheds have fences on their ends to prevent snow and debris from landing on the tracks.

Note the large number of wires on the telegraph line. Telecommunications was an early benefit to the country as a result of the completion of the railway. Notice also that the telegraph poles do not follow the rails but take a shortcut here at Cambie.

The locomotives are 4-6-0 No. 589 trailing 2-8-0 No. 3846. The 589 in this photo is the same locomotive as No. 589 on page 13. The locomotive was built as class ST11 No. 1329 by the Schenectady Locomotive Works of Schenectady, New York in August 1903. In September 1907 it was reclassified and renumbered to D9b No. 589. It was reclassified again in June 1910 to D9c but kept its number. It was scrapped in September 1940. The D9 class were well liked by Revelstoke crews.

The 3846 was built as class N3a No. 1846 by Montreal Locomotive Works in March 1911. In March 1913 it was renumbered 3846 and kept this number until October 1927 when it was reclassified and renumbered as N2a No. 3646. In April 1949 it was rebuilt as class P1n Mikado No. 5245 and was scrapped in August 1957.

With these locomotive dates, we can fairly accurately date the photo as some time between March 1913 when 1846 became 3846, and December 1916 when the loops were abandoned with the completion of the Connaught Tunnel.