

# CPR Aylth Roundhouse and Diesel Depot

John Duncan

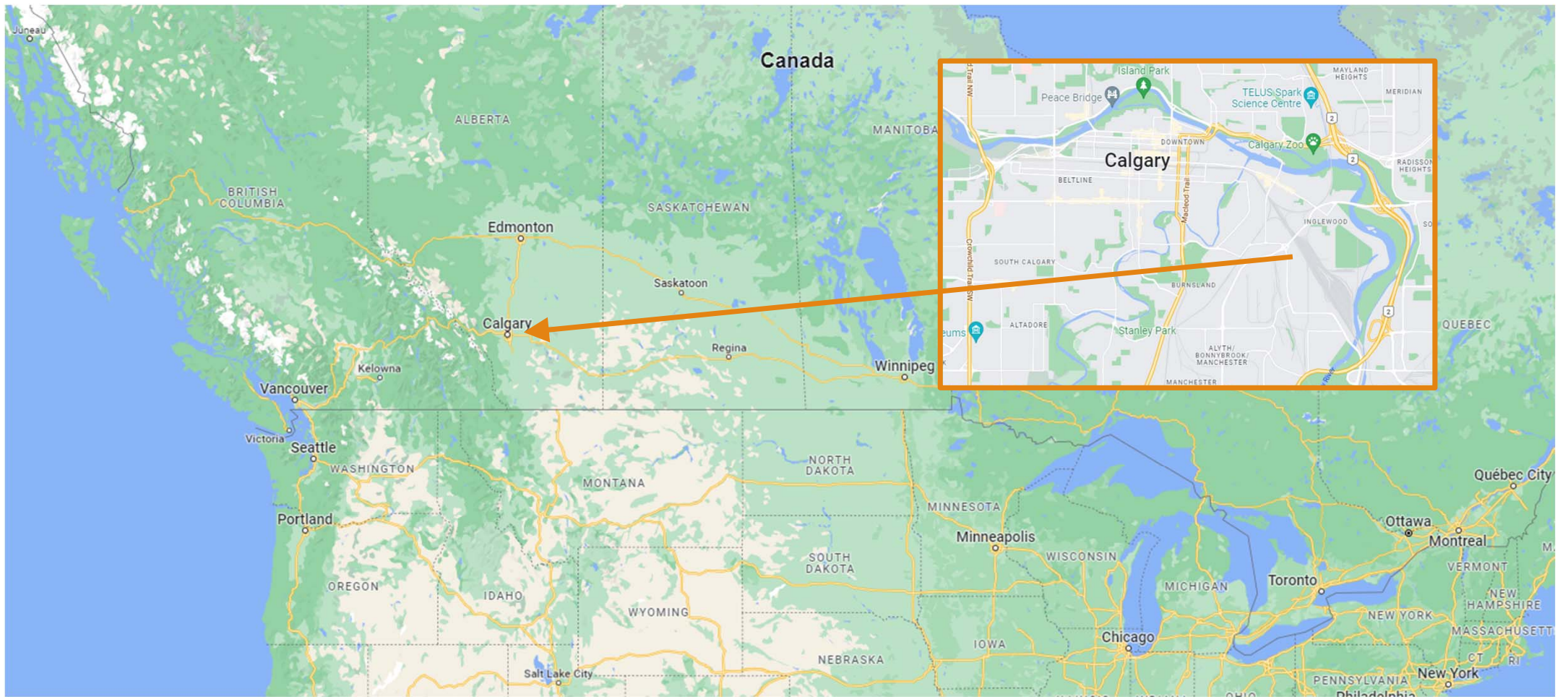


# CPS “Empress of France” – Gladstone Dock June 1956

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# Train No 7 'The Dominion Montreal to Vancouver

F A& B unit plus GP9  
with 4625 steam  
Generator

Potage de Prairie





# First view of Alyth Roundhouse

From the wood bridge  
to the stockyard

Locomotive 5910  
Selkirk, T1a 2-10-4



Photograph from the Dave Shaw Collection

First close up of  
a G3g Pacific

Big in height and width

In for yearly exam



East end of Alyth  
diesel shop  
fuelling points





1929 built T1a  
5914 at oil fuel  
road Alyth

Private brass foundry  
behind



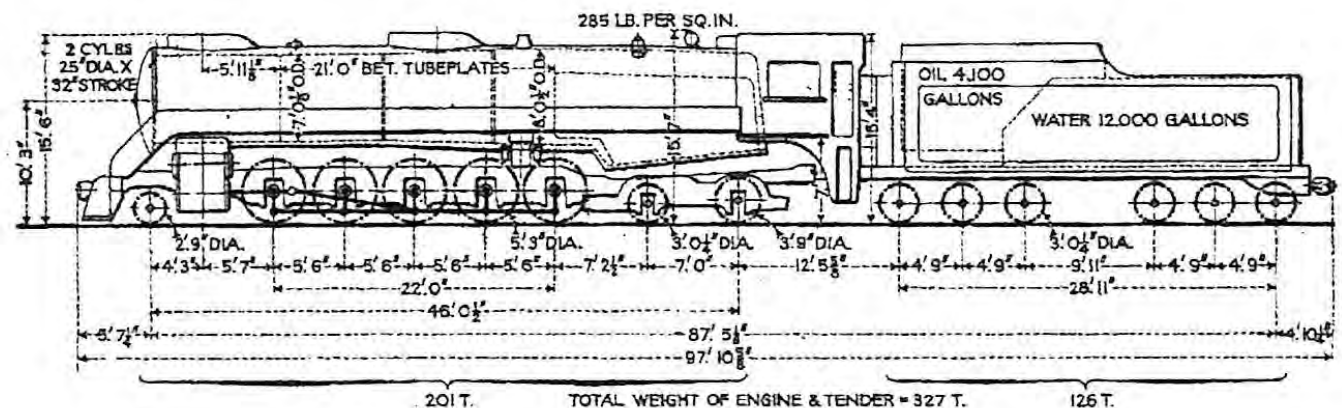


5927 the last  
T1b before  
scrapping

Filling up with 4100  
gallons of Bunker C Oil



# Dimensions of Selkirk T1b 1938 build



*Diagram of principal weights and dimensions of the locomotive*

The principal dimensions and weights of the "T1c" class are given below:—

Cylinders (2)	... 25 in. dia. x 32 in. stroke
Piston valves, dia.	14 in. ; maximum travel 7 in.
Wheels, coupled	... 5 ft. 3 in. dia.
leading truck	... 2 ft. 9 in. "
rear " (leading wheel)	3 ft. 0½ in. "
rear " (trailing wheel)	3 ft. 9 in. "
Boiler pressure	... 285 lb. per sq. in.
Heating surface :	
firebox and combustion chamber	... 367 sq. ft.
arch tubes	... 45 "
tubes and flues	... 4,178 "
Total evaporative	... 4,590 "
Superheater	... 2,055 "
Grate area	... 93.5 "
Weights :	
on coupled wheels	... 311,200 lb.
" wheels and trailing axle of rear truck (equipped with snow plough)	... 371,700 "
" wheels and trailing axle of rear truck (without snow plough)	... 369,100 "

Total weight of engine equipped with snow plough...	452,000 lb
" " " without snow plough	449,000 "
" " " and tender in working order	732,500 "
Tractive effort without booster	76,900 "
" " with booster	89,400 "
" " of booster	12,500 "
Adhesion factor, coupled wheels only...	4.05
" " booster	4.64
Wheelbase :	
coupled wheels	... 22 ft.
engine	... 46 ft. 0½ in.
Total engine and tender	... 87 ft. 5½ in.
Length over couplers, engine and tender...	... 97 ft. 10½ in.
Journal sizes of axles :	
pony	... 6 in. dia. x 11 in. long
coupled (except driving)	11 in. " x 14 in. "
driving	12½ in. " x 14 in. "
leading (rear truck)	7 in. " x 14 in. "
trailing	8 in. " x 14 in. "
tender	6 in. " x 11 in. "

P2k 5469 2-8-2  
1948 build at  
Alyth





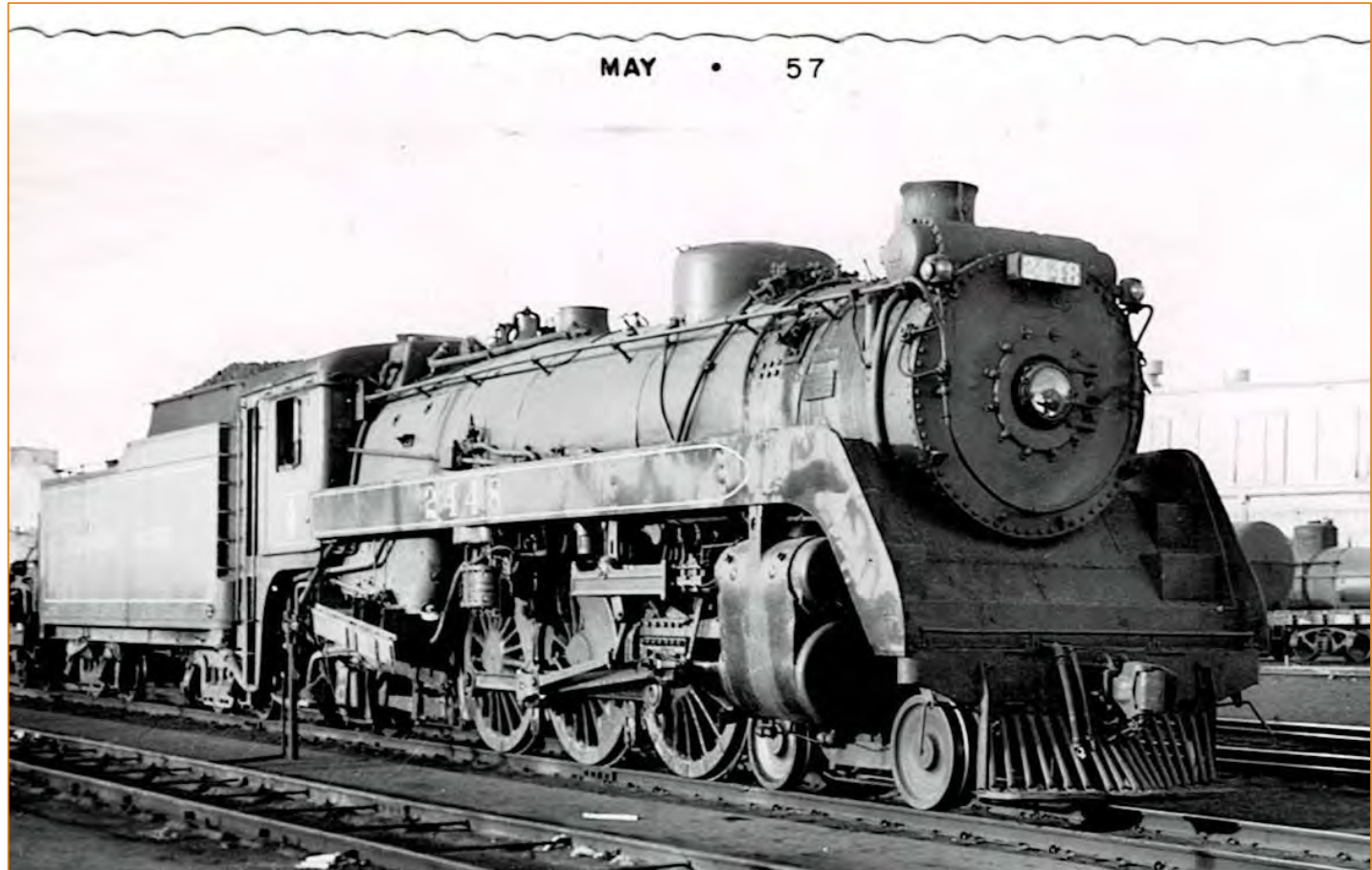
# H1c 2833 4-6-4 Royal Hudson

Just off Edmonton mail,  
night shift , initial exam



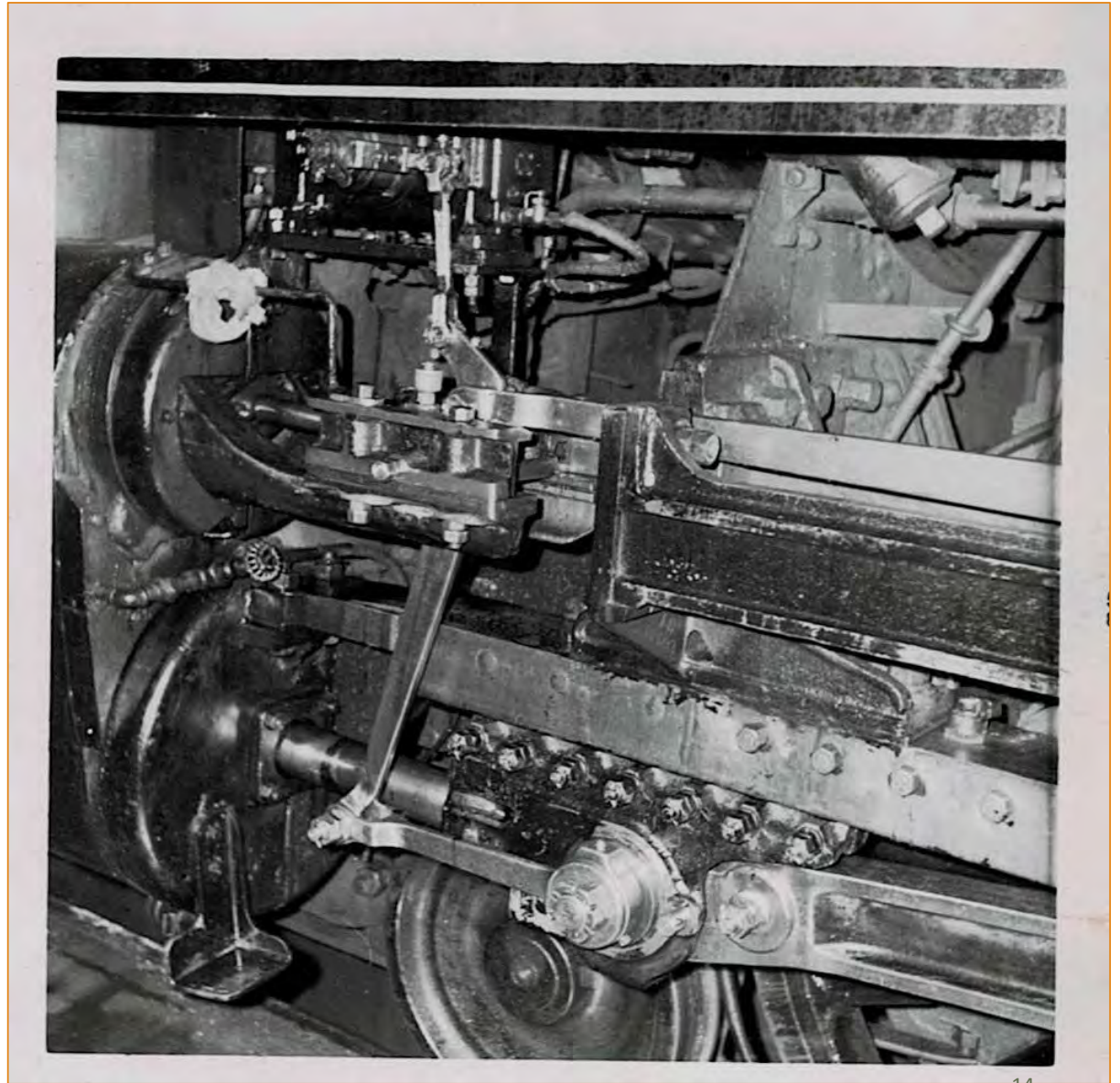
G3g 2448 4-6-2  
at Alyth  
incoming road

Worked Calgary to  
Lethbridge road



# Overhaul of No4 Nathan LH lubricator

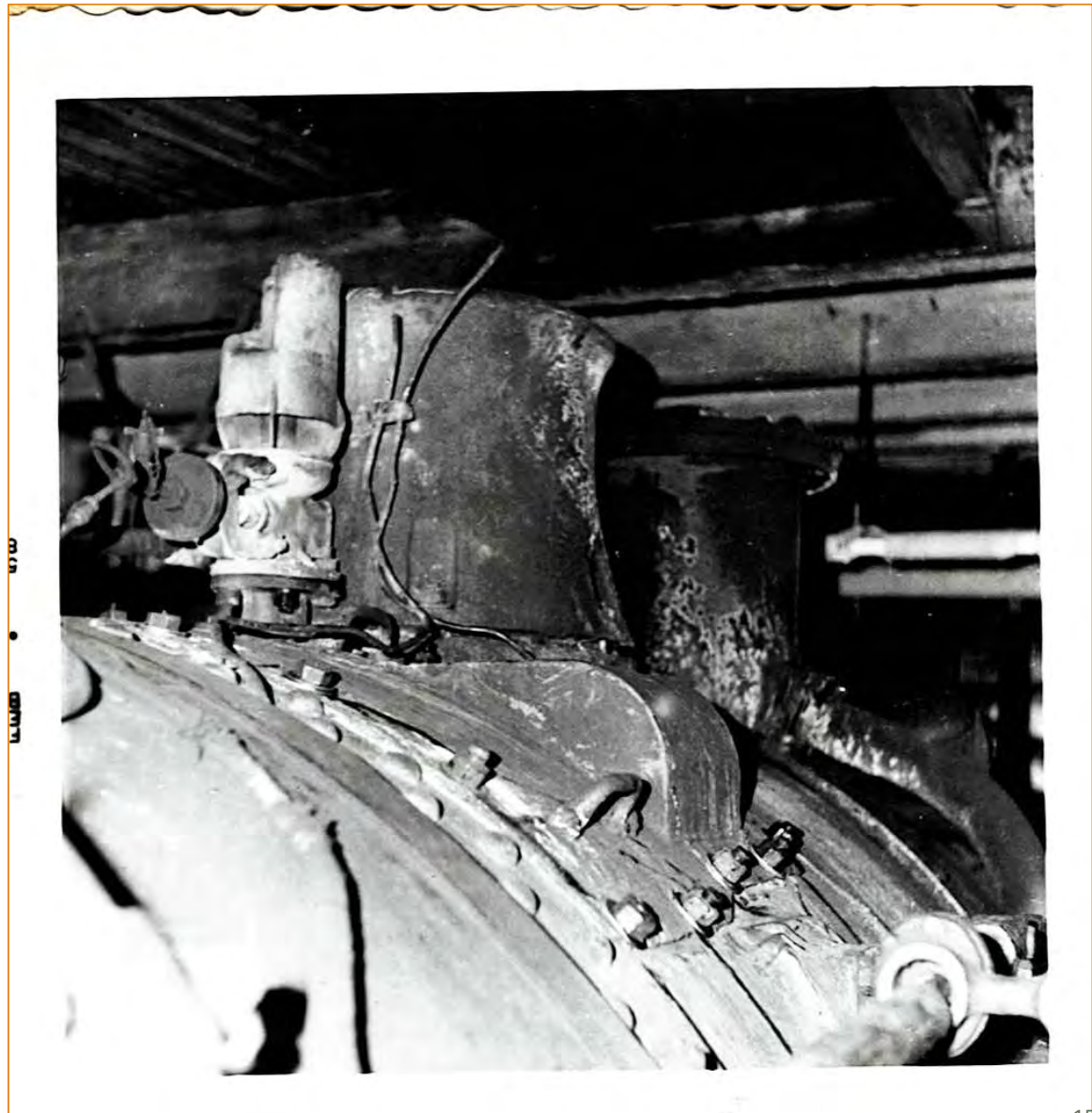
Setting Nathan DA valve  
25 psi above max boiler  
pressure at 300 psi





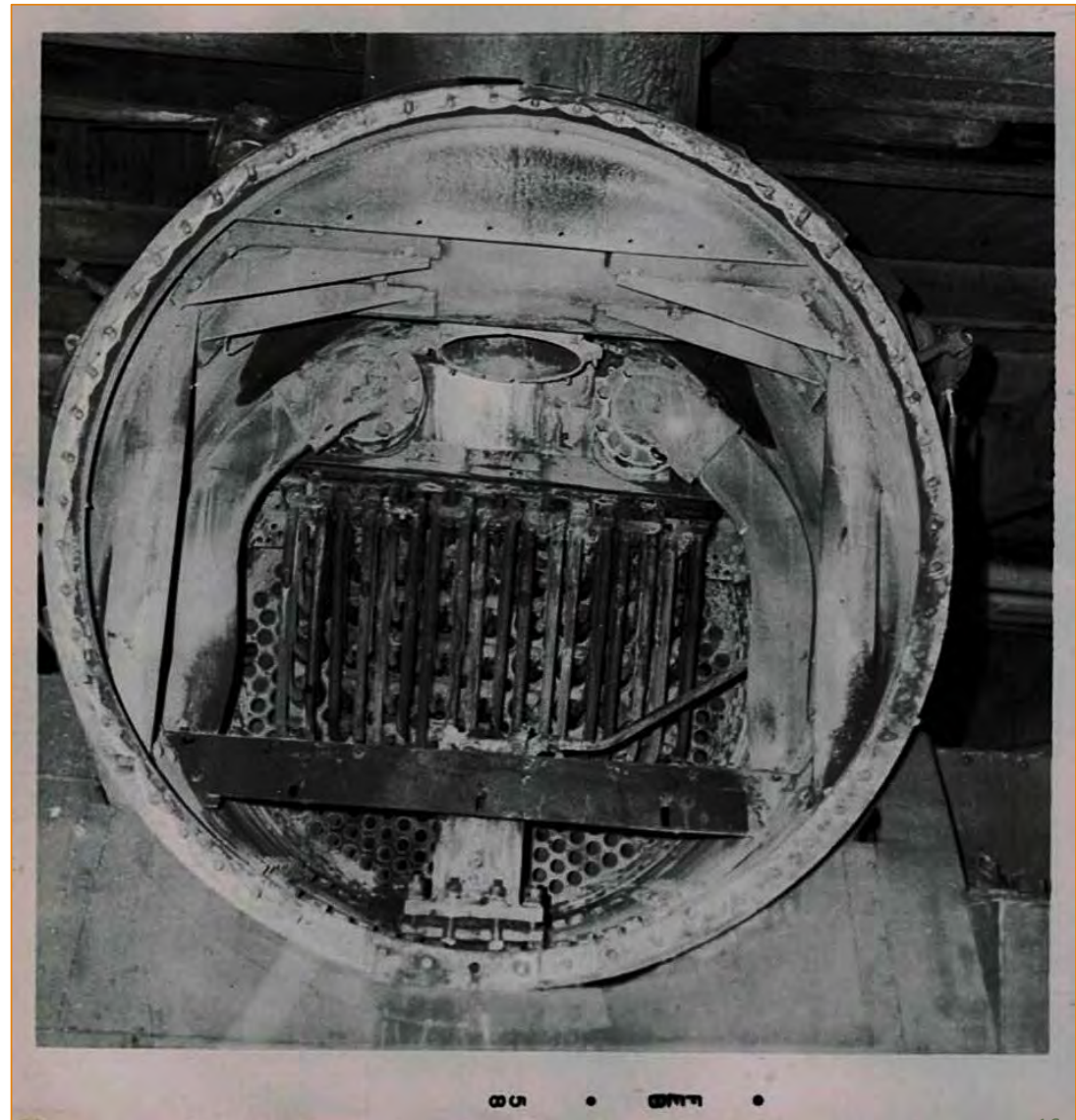
5465 P2K 2-8-2

Top of superheater  
element and throttle  
valves, whistle. Smoke  
stack and coil type  
feedwater heater



5465 P2K,2-8-2

Smoke box front and  
cowl after 12 monthly  
examination and test of  
elements and  
examination of throttle  
valves (nuts on top of  
element bolts)



Safety valves on  
5933 set at 285  
psi





Yearly exam and inspection,  
moving parts on motion

Whitewashed for cracks  
– scotching chains

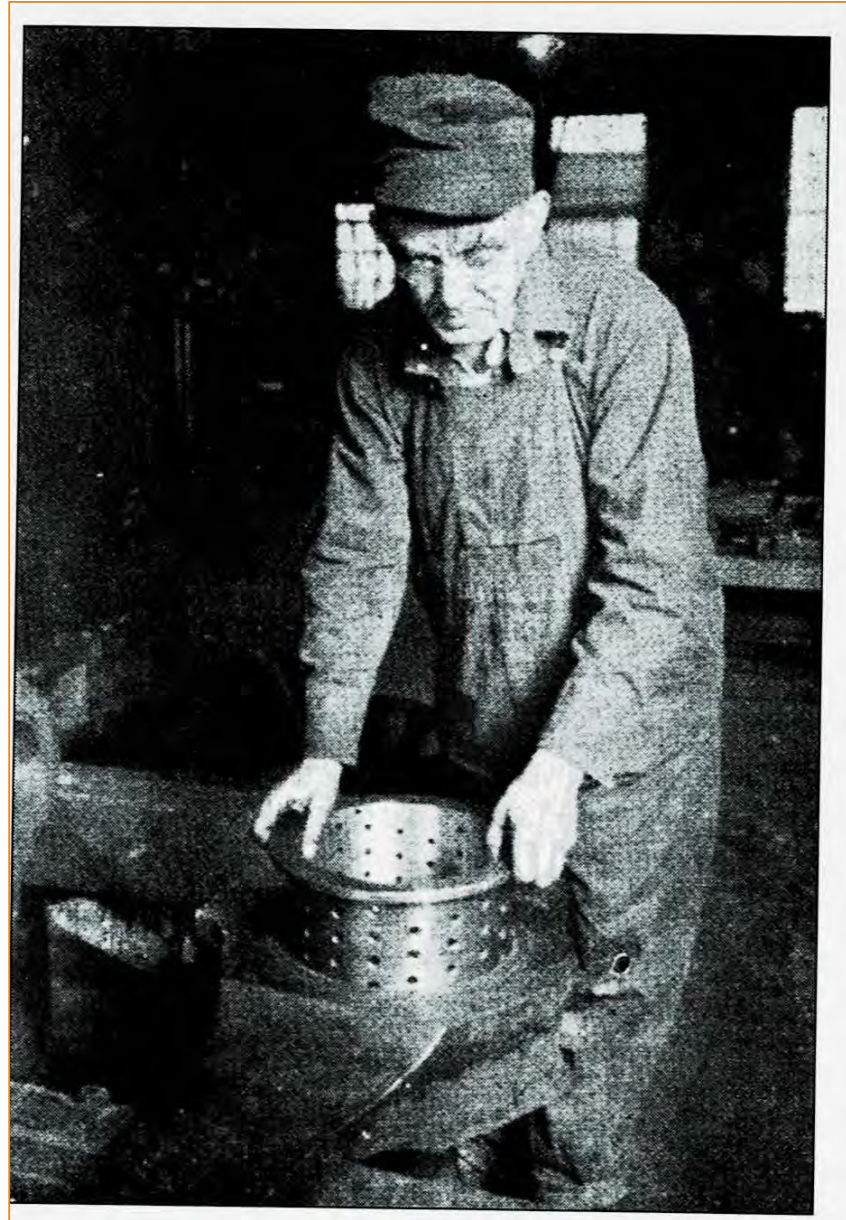


# T1c 5931 on heavy freight on Brooks Division

East of Calgary up to  
1500 tons



A floating  
bearing  
9 ½" inside dia  
12" outside dia  
On T1 big end bearings.  
Fitted at Medicine Hat





September 1956  
on nights 12 – 8  
am.

Switcher Machinist

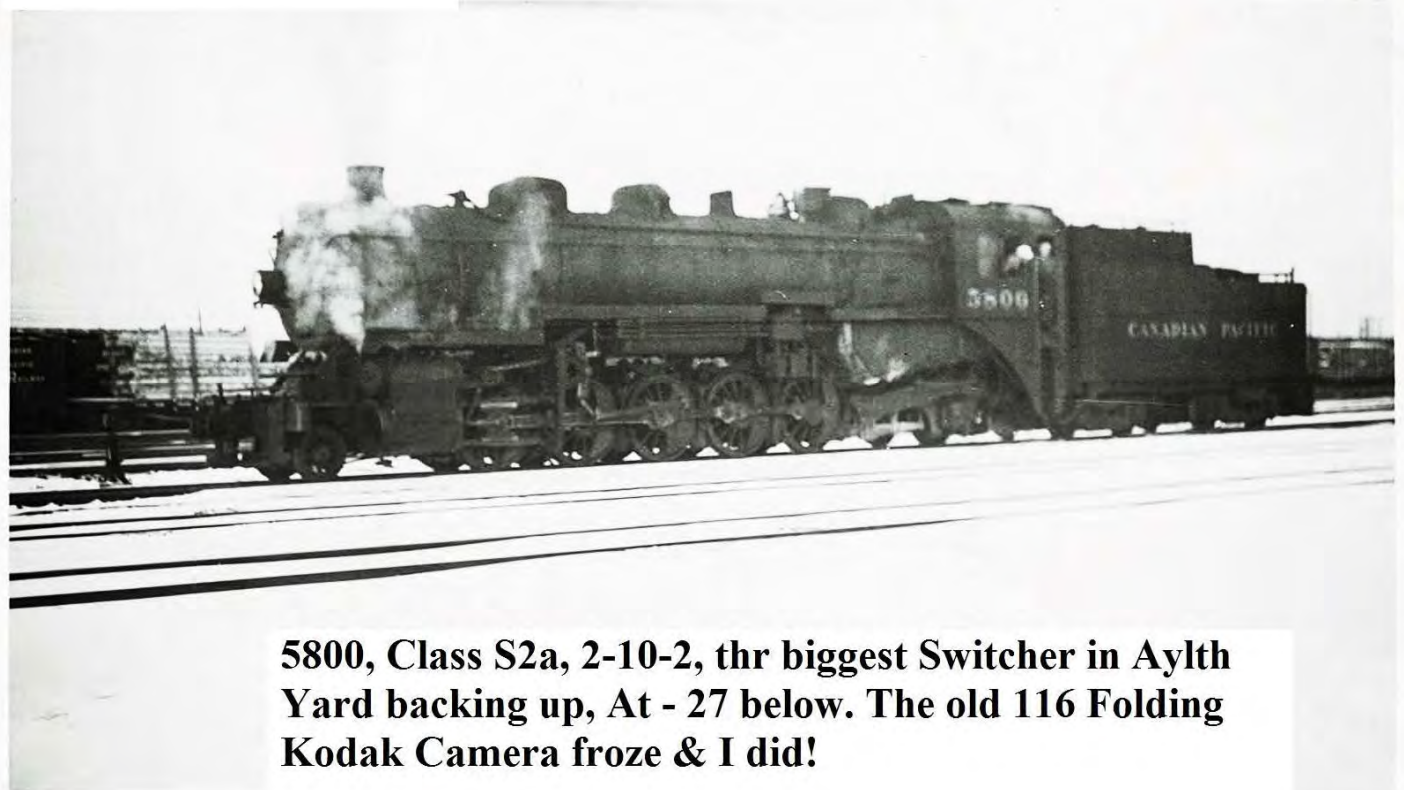
My helper Michael  
Wislovich (Polish-  
Canadian).

I was called a limey



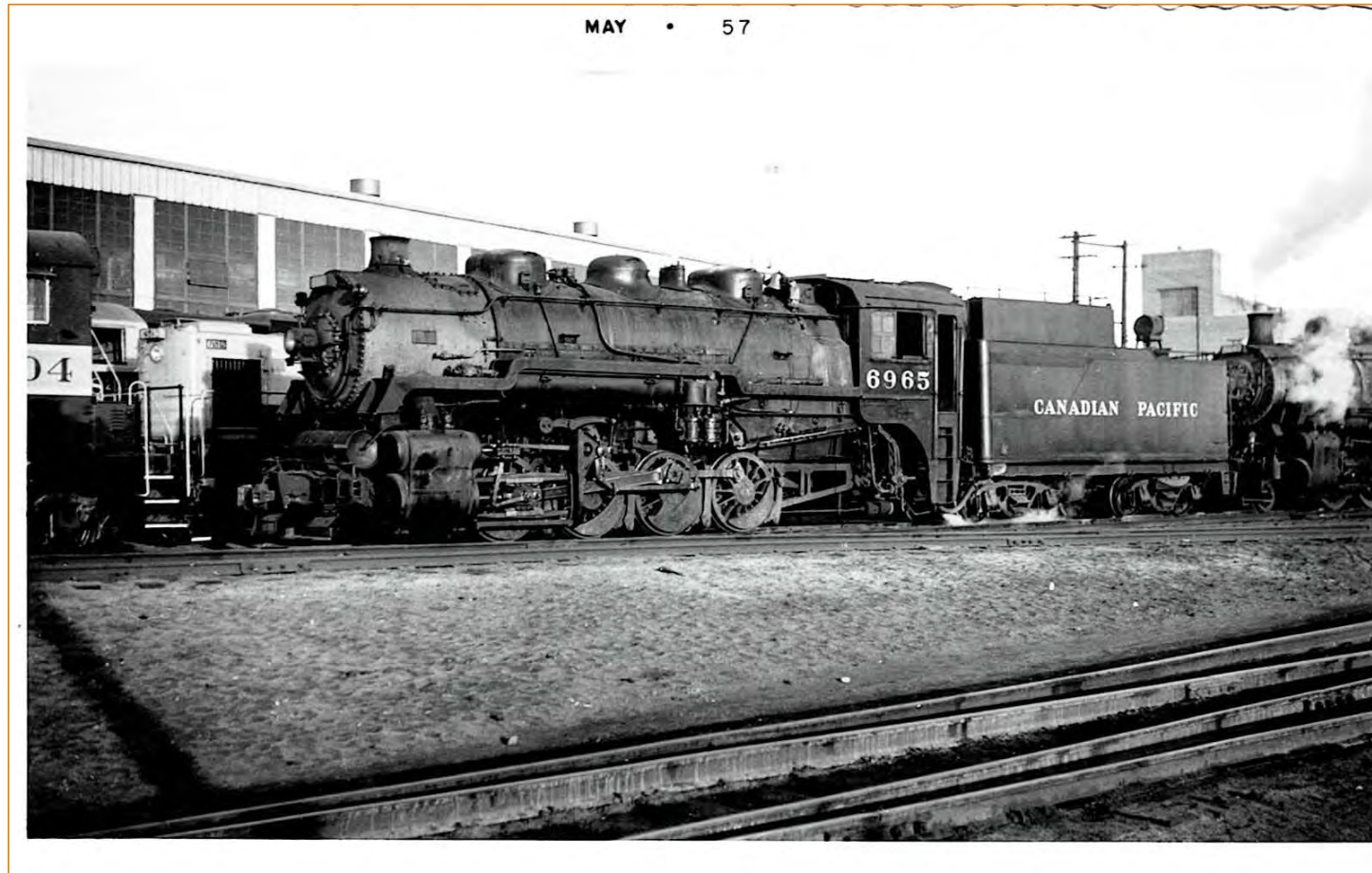
5800 at  
27degree F

With Eddie Keener,  
fireman and Walter  
Dempsey switchman



# 6269 V5a hump engine

Engineer Carl Wilson  
(Mr Leak only at 8 am)





597 Dpc 4-6-0  
the oldest  
switcher

Alco 1903



3616 N2a 2-8-0  
switcher ex  
Ogden shops.

The cylinder blow crack  
seat in upper throttle  
valve removed and sent  
to shops



922 D10g 4-6-0  
became a  
switcher

Converted to  
Walchaerts valve gear



Photo. Ernie Plant. CPR Class D10g. 4-6-0. Built C.L.Co. in 1911. Oil fired. Cyls. 21" x 28". Boiler pressure 200 psi. Driving wheel Dia, 5' 3" Tractive Effort at 85% of B.P. 33,300 lbs.



# 3404 M4a 2-8-0

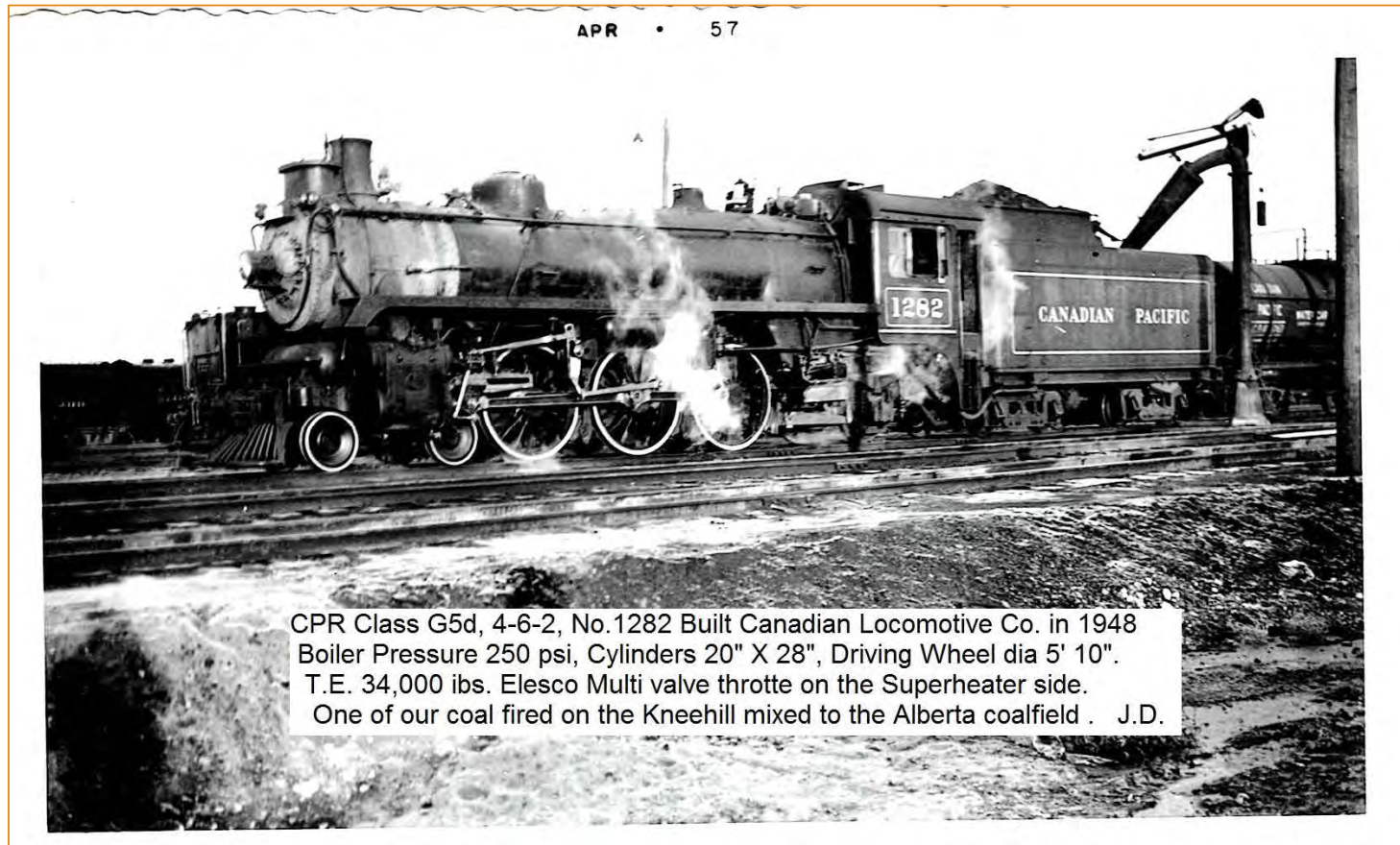
Best switcher, went east  
to Windsor Ontario in  
1958



# 1282 G5d CLC 1948

Coal fired on Kneehill  
mixed.

9 years old at Alyth  
taking on water during  
firemens strike

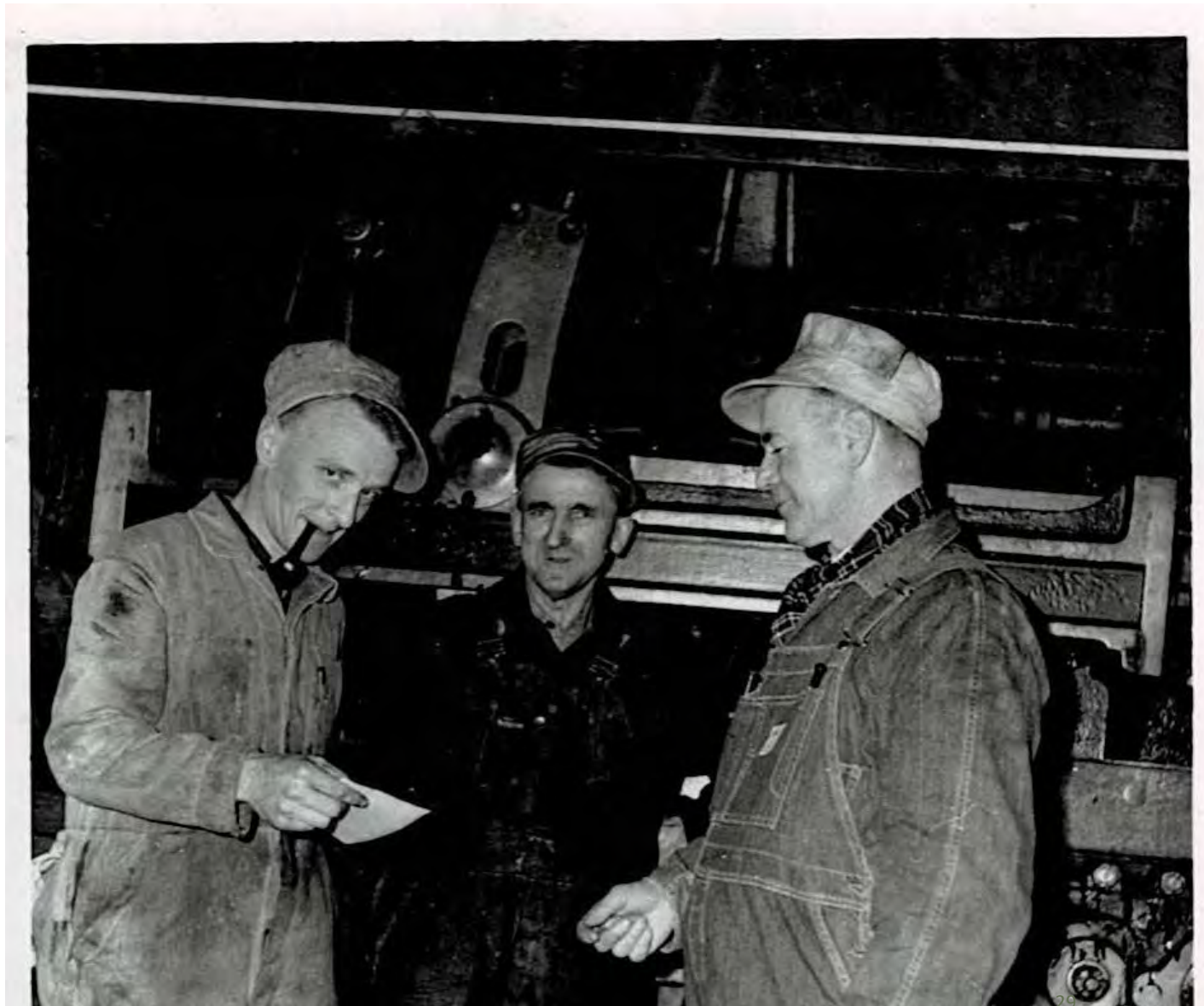


CPR Class G5d, 4-6-2, No.1282 Built Canadian Locomotive Co. in 1948  
Boiler Pressure 250 psi, Cylinders 20" X 28", Driving Wheel dia 5' 10".  
T.E. 34,000 lbs. Elesco Multi valve throtte on the Superheater side.  
One of our coal fired on the Kneehill mixed to the Alberta coalfield . J.D.

First inspection  
job after passing  
air brake exam

On 2864 for the  
Edmonton mail.

On the afternoon shift  
from 1600 to midnight





Brake examination  
in October 1958  
for steam & diesel  
locos certification

9-52 Form 960

**CANADIAN PACIFIC RAILWAY COMPANY**  
LINES WEST OF FORT WILLIAM

**CERTIFICATE OF AIR BRAKE EXAMINATION**

\_\_\_\_\_ Oct. 22nd \_\_\_\_\_ 19 58

This is to certify that Mr. J. Duncan

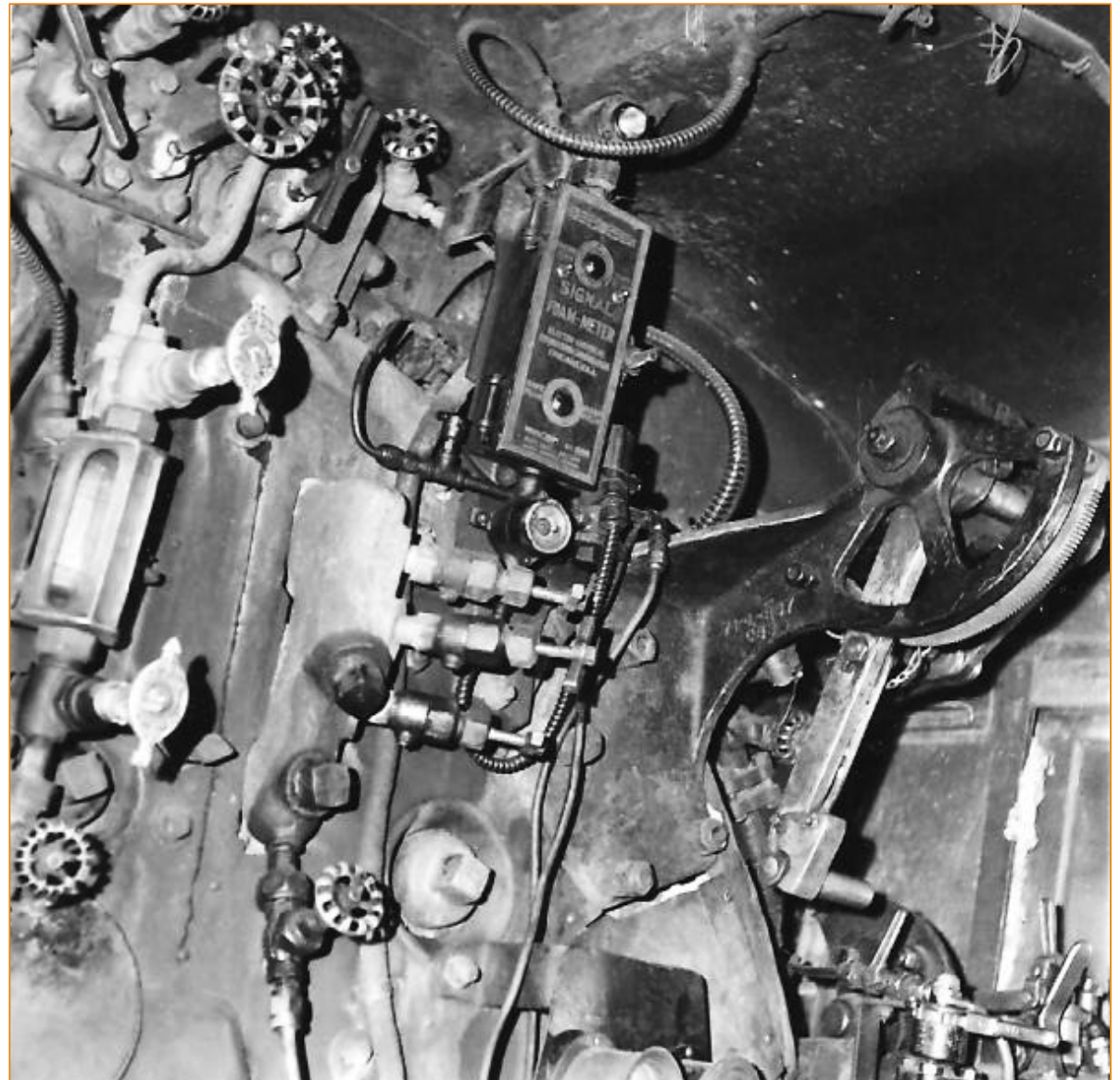
employed as Machinist on the Calgary

\_\_\_\_\_ Division, has been instructed and examined with reference to his knowledge of the construction and operation of the Air Brakes, and the rules of this Company relative thereto, and I consider him to be competent to perform any duties that may devolve upon him in that capacity for one year.

\_\_\_\_\_ W. M. Crawford \_\_\_\_\_  
Examiner

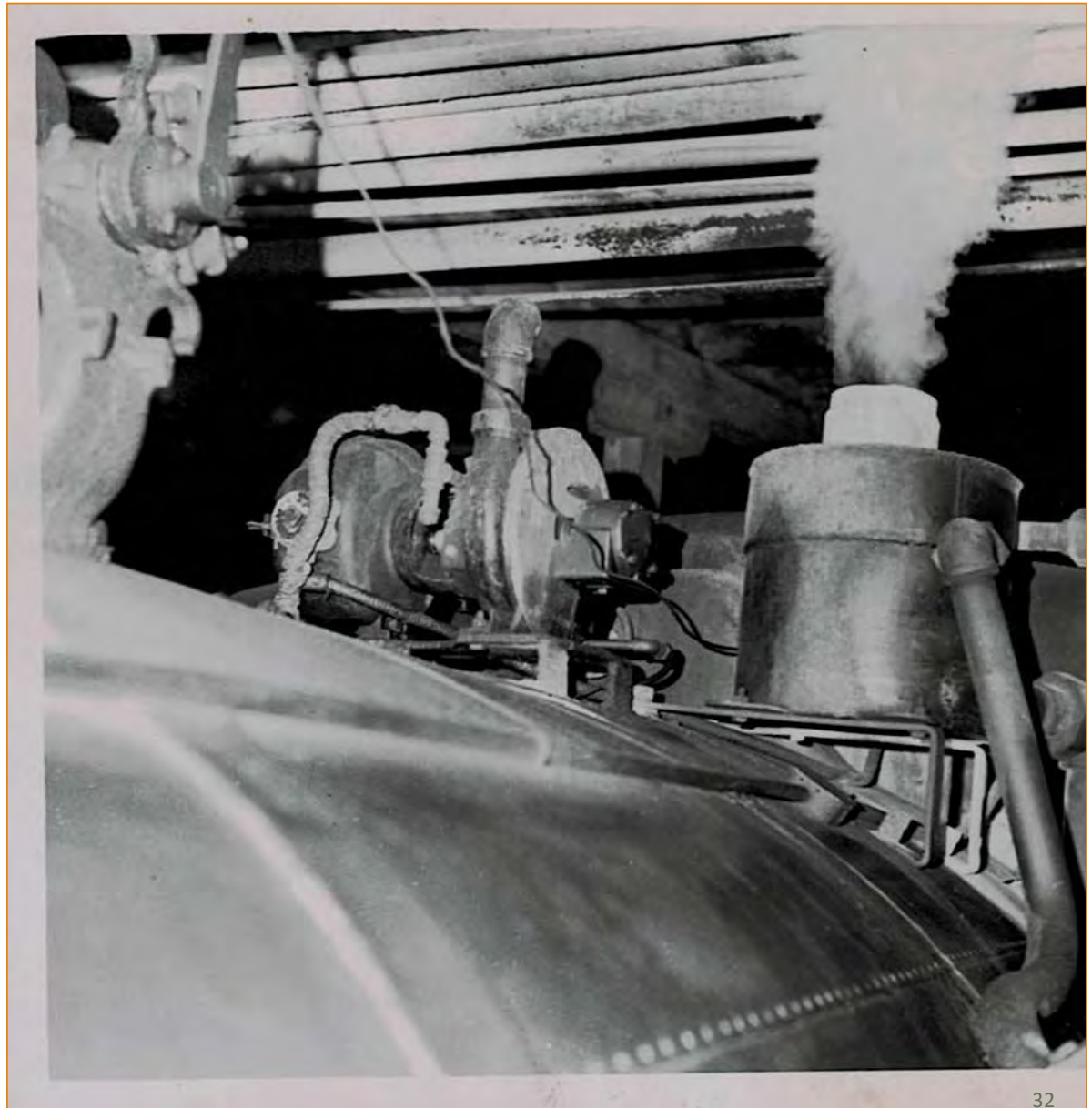
2863 RH side of  
the cab, showing  
foam meter

Indicating foam forming  
at the top of the boiler  
water level



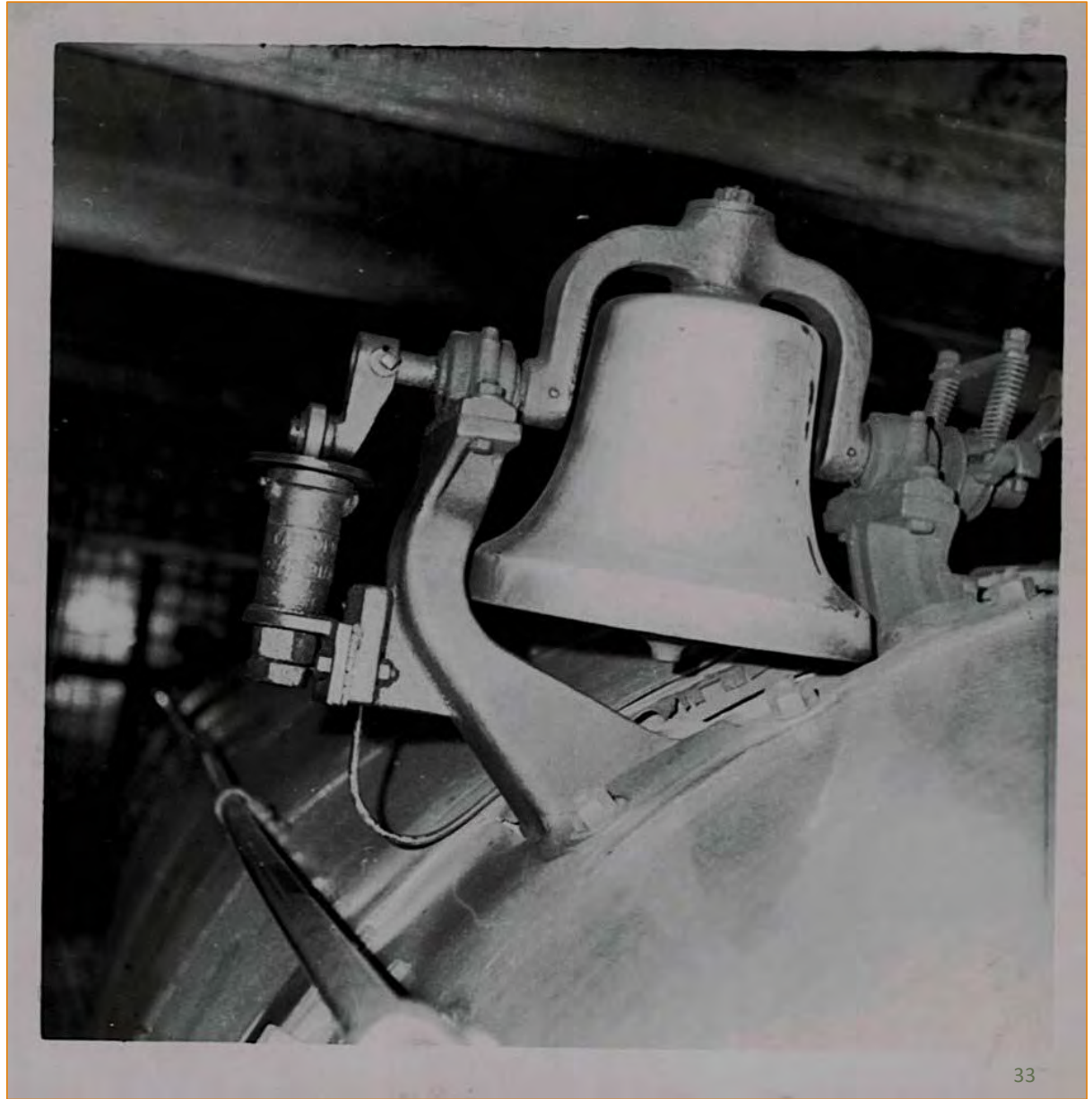


2863 showing  
foam blow off  
and dynamo





# 2863 Crosby bell and ringer



# 2863 Fireman's gauges

Boiler pressure

Steam heat

Water pump pressure

Booster engine pressure



5933 for scrap  
2863 East for  
traffic and special  
job in 1959

Queen Elizabeth and  
Duke of Edinburgh visit?



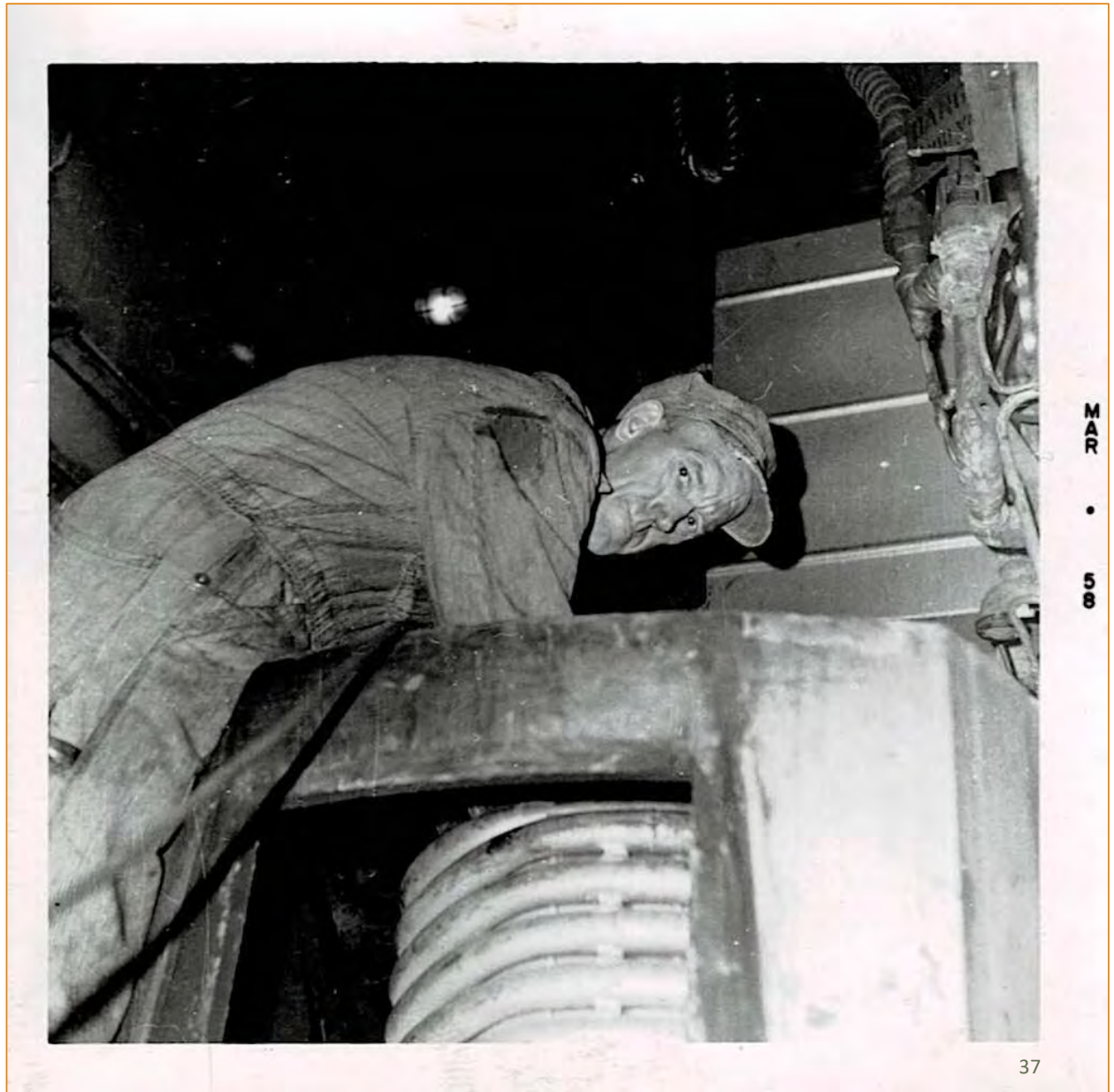


GM Gp9 with OK  
4625 steam  
generator & 2<sup>nd</sup>  
Gp9

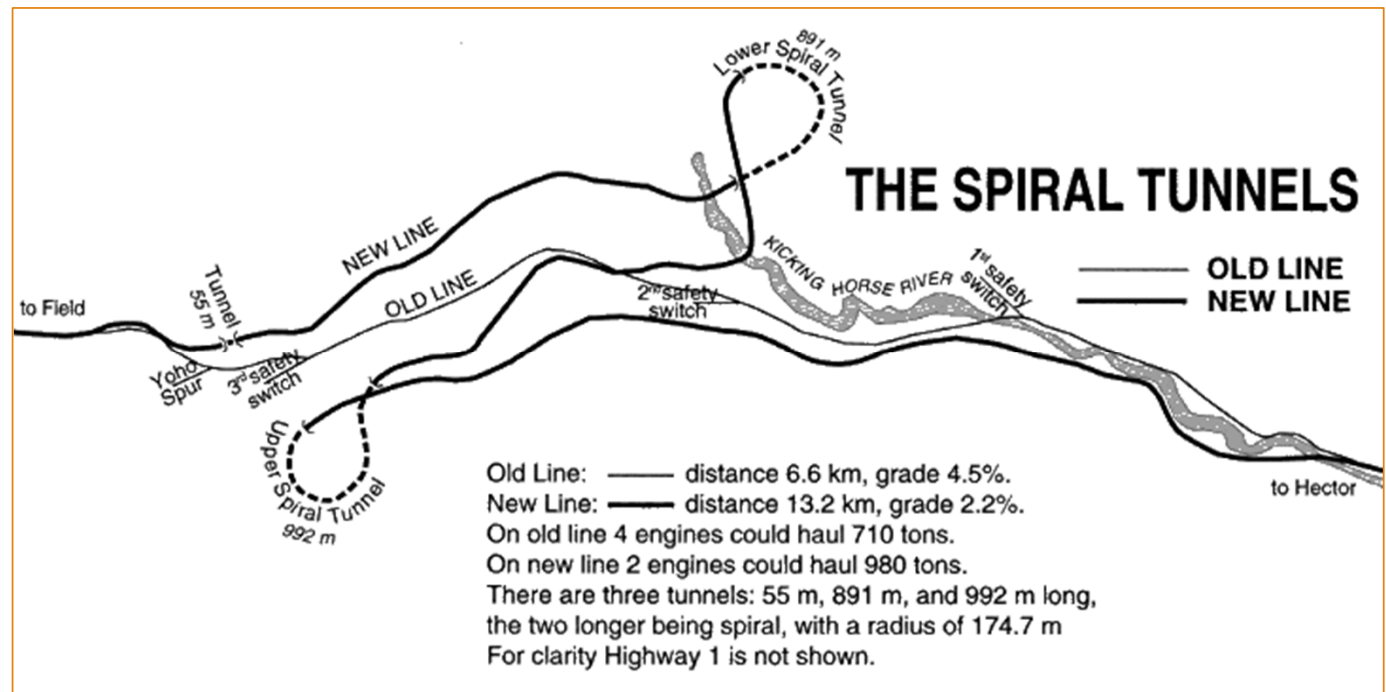
8509 & 8533



Boilermaker fitting  
Vapor Clarkson  
OK4760 steam  
generator coils in  
an F unit



# Kicking Horse Pass spirals





Call out on G9p  
dynamic brake  
fault 2<sup>nd</sup> unit  
Gp9.

Stopped at Yoho loop  
between the the Mount  
Stephen spiral and  
Cathedral Mountain  
spiralto let train No8  
through



# Gp9 dynamic brake grid out

Left to right

John - machinist

Joe – electrician

Bill – electrician

Fritz - machinist



5931 – 1959  
going to  
Heritage Park,  
Calgary

C.P.R. Last "Selkirk", Class  
T1c, 5931, 2-10-4 (5934  
for display). Being moved  
to Heritage Park, Calgary,  
in 1959.



Photo. J.Duncan



Dad and son Bill  
2 ½ with 5931 in  
1959



SS Empress of  
France homeward  
bound for  
Liverpool Pier  
Head, December  
1959





Calgary, Alberta  
Google  
Street View - May 2009

# Aylth Diesel Shop

