

Revelstoke to Canmore, AB

It was raining this morning, a sure sign that I was destined to tour the Revelstoke Railway Museum. While Jen stayed in the rig, I paid my \$8 senior's admission fee.

There is a lot of information pertaining to the construction of the CPR in the mountains of BC. I won't bore you with all the details; here are just some of the information boards in the museum. You can enlarge the pictures to any size; use the + - tabs at the top of your PDF screen.



Change of Route: 1881

By the late 1870's, it seemed the railway would follow the route through the Yellowhead Pass marked out by Sandford Fleming's surveying parties earlier in the decade.

However, the desire for a shorter, more southerly route was still on the minds of many. This, combined with the financial problems created by rampant land speculation along the Yellowhead route, re-

sulted in an abrupt change of plans. The railway would head across the southern prairies towards the Continental Divide, although passes through the southern Rockies and Selkirks had yet to be found.

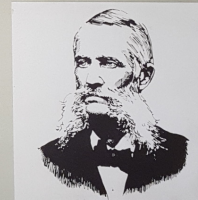


Members of Sandford Fleming's surveying party at the crest of the 19th Mt. Continental. Fleming the Yellowhead Pass was the best choice for the railway. Left-right: Fleming, John, Sandford Fleming, George Grant, the Archer House. Photo courtesy of National Archives of Canada.



Major Albert B. Rogers 1829-1889

In 1881, Major A.B. Rogers, "The Railway Pathfinder", discovered the mountain pass through the Selkirks that bears his name. In the spring of 1881, Rogers set out to discover a direct route across the Selkirk range. Canadian Pacific promised him a five thousand dollar bonus if successful and told him, were a pass discovered, it would be named after him. By the end of that surveying season he claimed to have spotted the summit of what would become known as Rogers Pass. Further explorations the following year confirmed his findings. Part of

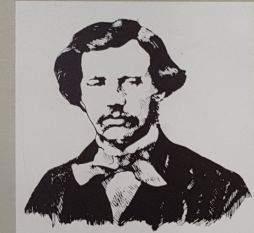


Major Albert B. Rogers 1829-1889

Rogers' legend is that the five thousand dollar cheque remained uncashed. Fame, not money, had been his pursuit.

Sir James Hector 1834-1907

Dr. Hector was the geologist on Palliser's Imperial Commission expedition of 1857. On this trip he discovered and named the pass through the Rocky Mountains known as the Kicking Horse. The name he chose referred to an incident on the journey, when he was temporarily disabled by a severe kick from one of the pack-horses.



Sir James Hector 1834-1907

Laying the Rails

Construction of the railway in British Columbia began on both sides of the province as separate undertakings.



Andrew Onderdonk. Photo courtesy of Provincial Archives of British Columbia.

Work began on the Pacific coast May 14, 1880 and was directed by Andrew Onderdonk, an American under contract with the federal government. An experienced contractor with major projects to his credit, Onderdonk was responsible for the stretch between Port Moody on the coast and Eagle Pass in



Chinese workmen on the coast, B.C., 1880. Photo courtesy of National Archives of Canada.

the Monashee Mountains. He and the primarily Chinese workforce he employed advanced eastward steadily, completing their task when they ran out of rails at Eagle Pass in October of 1885, one month before the arrival of the crews from the east.

In 1884, Canadian Pacific Railway crews working from the east under the supervision of civil engineer James Ross crossed the Continental Divide on May 25th. The Kicking Horse River and Rogers Pass through the Selkirk Mountains were two especially formidable obstacles that had to be surmounted. A number of nationalities were represented on the crews through the Rockies and Selkirks including

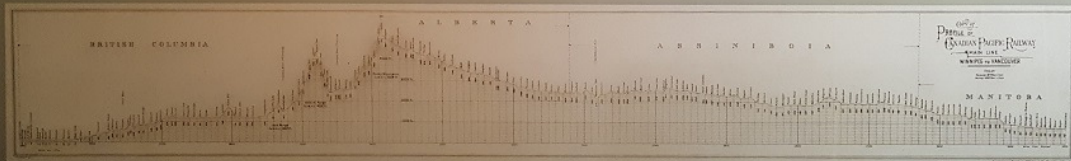


James Ross. Photo courtesy of McCord Museum of Canadian History, Toronto. Photographic Archives.

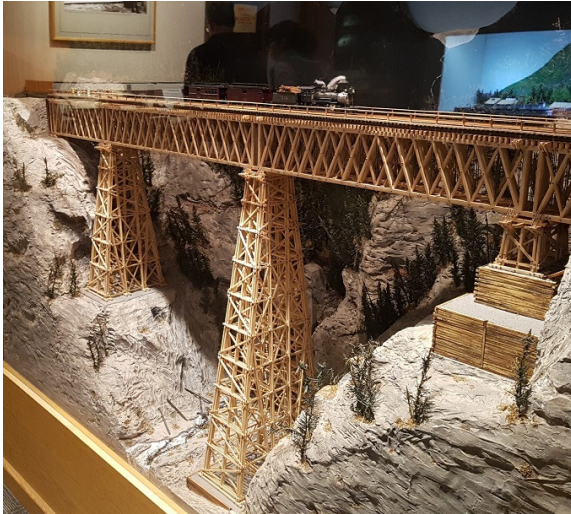
American, English, Canadian, Irish, German, Polish, Italian, Swedish and Russian. Despite all the difficulties, east met west on November 7, 1885 at the spot that would be named Craigellachie.



Onderdonk's crews bring rails, per order of Craigellachie, September 1885. Photo courtesy of National Archives of Canada.



There are also some excellent models, in HO scale, of bridges and scenes along the line.



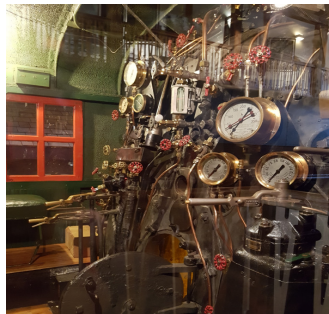
The museum houses a steam engine and a railway business car. The former is a Mikado (2-8-2) steam engine. I watched a documentary on the operation of a steam engine which was very interesting; it is a true skill to operate a large steam engine in unison with the fireman (the guy who shovels the coal).

Business Car No. 4

Official Business Car No. 4, retired in October of 1992, was the last of fifteen heavyweight steel "River Class" passenger cars first introduced into service by Canadian Pacific in 1929. Originally a buffet-solarium lounge car named the "River Humber", it typified an era when passengers travelled in the height of luxurious comfort and style.

The shell of the car, with its "fishbelly" type underframe, was built by the National Steel Company in Hamilton, Ontario at a cost of \$66,300.00. The plush interior, replete with walnut furnishings, leather-upholstered smoking rooms, ladies' lounge and observation parlour, was finished by CP's own craftsmen at the Angus Shops in Montreal.

In 1941, as the railway adjusted to the demands of wartime, the car was changed to Cape Class and took the name "Cape Humber". Five years later, the railway renamed a number of cars in transcontinental service, replacing British names with Canadian. The car became the "Cape Ray" and was rebuilt as a Sleeper-Solarium Lounge car. It was converted to Official Business Car No. 4 in Vancouver in 1963.





I walked up the stairs to the Revelstoke Model Railroad club's permanent HO scale layout on the second level. The public side of the layout is very well done. To my disappointment, no trains were running; there was no one there, and no indication as to when someone would be.

Back in Alfie, we gassed up (next service 150 kms) and headed east. It rained constantly, but not all that heavily. We took a break and had coffee at Canyon Hot Springs. At Rogers Pass, there was construction for quite a stretch. The Rogers Pass buildings themselves were behind chain link fencing.

We had seen signs at various points in our journey along Hwy 1 that mentioned widening the highway to 4 lanes in various locations. Then I noticed one that said Hwy 1 was going to be 4 lanes from Kamloops to the Alberta border! Thinking about our trip east a couple of years ago, other than northern Ontario, BC is the only other province where Hwy 1, the Trans Canada Highway, is not 4 lanes. This is an ambitious project.

We pulled into Revelstoke and made our way to the Golden Golf Club RV park. We made a reservation the day before so we knew where we were going.



This morning, Saturday June 23, we drove into downtown Golden to have a wander around.

After coffee at Purcell's, we drove to the Info Centre on the main hwy. I inquired as to whether Boo the Bear was active. Boo is a 16-year-old Grizzly who was rescued after his mother was shot. His sibling, Cari, did not survive. Boo lives at the top of Kicking Horse mountain resort. Apparently the cost to see Boo is around \$30, a bit pricey we thought as there are no guarantees.

Back in downtown Golden, we walked to the timber-frame pedestrian bridge across the Kicking Horse river. We read that the city council wanted a steel girder

bridge but the residents said NO. This is what was built instead.



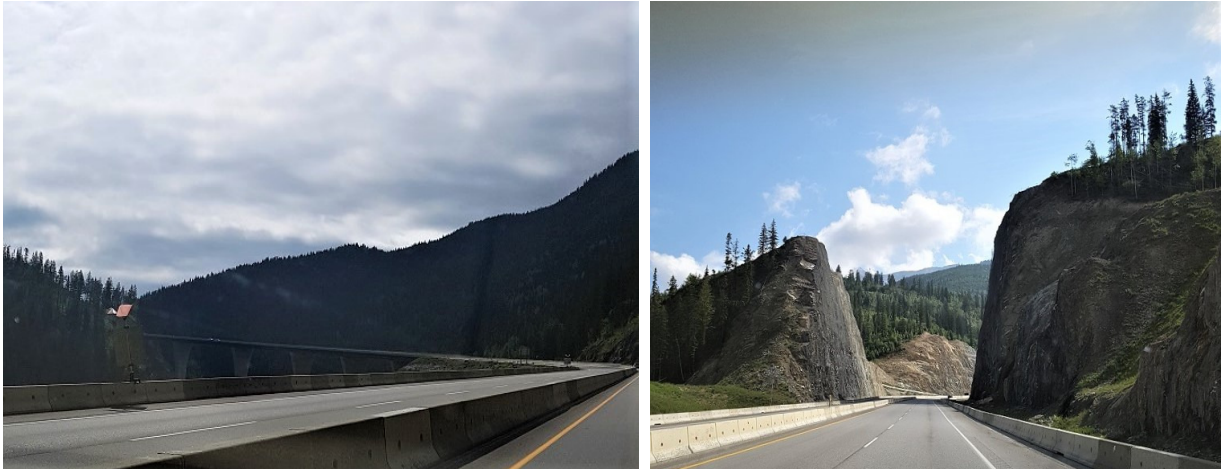
On the way back to the golf course, we decided to drive up to the Kicking Horse Mountain resort. As in Revelstoke, another swanky mini-Whistler ski resort!



Tomorrow we continue our travels east. Join us then.

Sunday morning (June 24) was cloudy; great weather for getting the rig ready for the road. As I finished hooking up Ali, the sun started to shine. Looks like a nice day for a drive.

Jen took some pictures along the way today but the pictures do not do the scenery justice. Here we are approaching one of the new bridges that was built as part of the highway safety improvements a few years ago. How's this for a 'cut'??

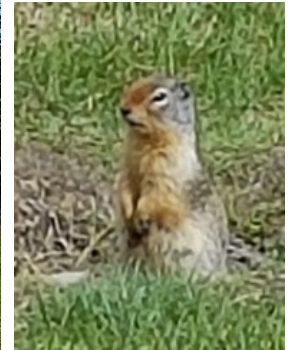


We stopped in Field, BC at the Alberta Tourist Info Centre and made a coffee. What a pretty spot nestled in the mountains.





We decided to stop at the tourist Info Centre in Canmore to inquire as to campgrounds in the area. As it happened, the Wapiti municipal campground was right next door. The c/g is nothing fancy but we have power.



Tomorrow, Monday June 25, we head for the Lions RV Park in Okotoks. RV friends that we met at Pedder Bay the winter before last are hosts there. It will be nice to get re-acquainted with Barb, Jim, and Winston. See you there.