

THE

KETTLE

VALLEY

RAILWAY

McCULLOCH'S DREAM
By ALAN PALM

Here now stands entangled brush
Where once steel wheels did roar and rush
Now rain and rivulets wash and crack
The roadbed of this famous track

Rocks in the tunnels and slides in the cuts
Banks and fills all scored with ruts
Snowsheds and trestles gone to rot and to rust
A thousand men's labour now crumbles to dust

I oft hear their ghosts on a quiet night
Listen carefully and you too might
Hear the clank, the rattle and the whistle scream
As they slaved to fulfill the wondrous dream

Hear the grunts and groans of the rail steel gang
And how loud and clear their hammers rang
The foreman yelling endowest
Another long mile before they'll rest

Hand driven steel at the rock-cut face
Bursting their hearts in a madcap race
The scrunching crunch of the gandy dance
While tamping ties on a shovel they prance

The thunk of an adze as they form each bent
Shouldn't we wonder where those bridgemen went?
Mule trains straining in a long parade
Dragging scrapers to shape up the grade

The smell of creosote, sweat and dung
Blended with pine tar, in the air rankly hung
Over all rolls black clouds of smoke
Causing man and beast to gag and choke

Hear the bark of the drags as they pound up the hill
The rush of the "Flyer" with her whistle so shrill
Now all that rushes are the winds and the rains
For forever gone are the beautiful trains

Gone too are the kettle boys oft covered with grime
Lost to progress, forgotten in time
Lost to us too, is the romance of steam
Gone forever is McCulloch's Dream

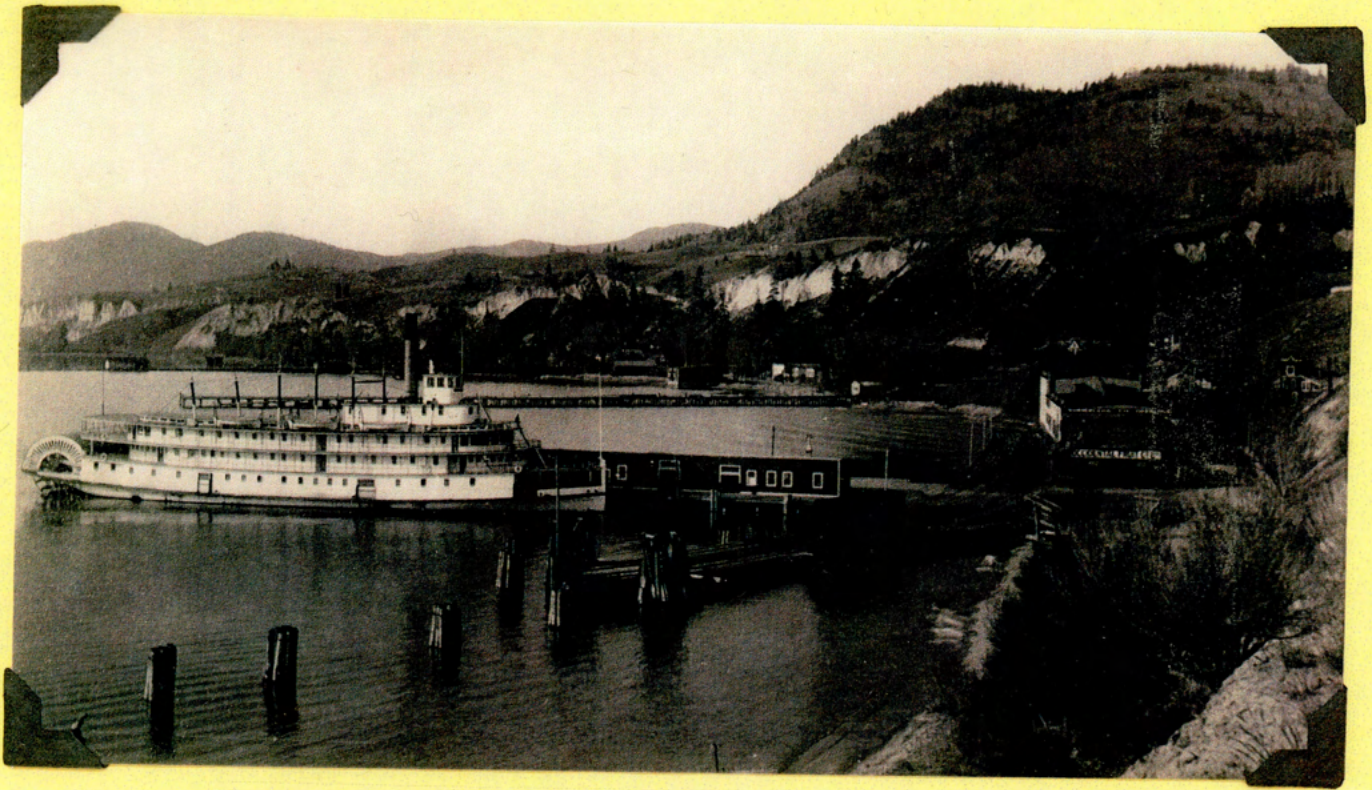
The Kettle Valley Railway was once a thriving modern rail with many services and uses. Built during the years of 1910-1915; it covered valleys and mountains between Hope and Midway. It served as a freight route for fruit and minerals, and also as a scenic trip via the passenger trains. Before the Kettle Valley Railway was built, the southern Okanagan was almost completely isolated from the outside world. There were two main transport routes in this area. One was by taking a steamer from Penticton north to the landing in Vernon; then by rail to Sicamous on the mainline of the Canadian Pacific Railway. The second route was by stage to Keremeos, then by a secondary line of the Great Northern Railway to Washington. The addition of the K.V.R. greatly modernized the southern British Columbia area and allowed for a third transport route to the coast.

During the early 1900's, W.H. Holland and his associates of Toronto, started work surveying at Grand Forks. Their railway was to serve two purposes: to run to the mining camp located 35 miles south in Washington State; and to run up the Kettle Valley River to Franklin camp(approximately 50 miles from Grand Forks). By the end of 1906, the railway was built south of the U.S. border joining Spokane to British Columbia, and also up the Kettle Valley River to Lynch Creek. At this point building ceased.

On June 1, 1910, Sir Thomas Shaughnessy, organized a company called the Kettle River Valley Railway Company. James J. Warren, the President, was in charge of non-constructional details like the legal and financial aspects. Andrew McCulloch, who was Chief Engineer, dealt with location and construction itself. Together, the two men were in charge of building and surveying between Midway and Merritt. By June 10, a survey party was working from Brookmere towards Merritt and from Midway westward.

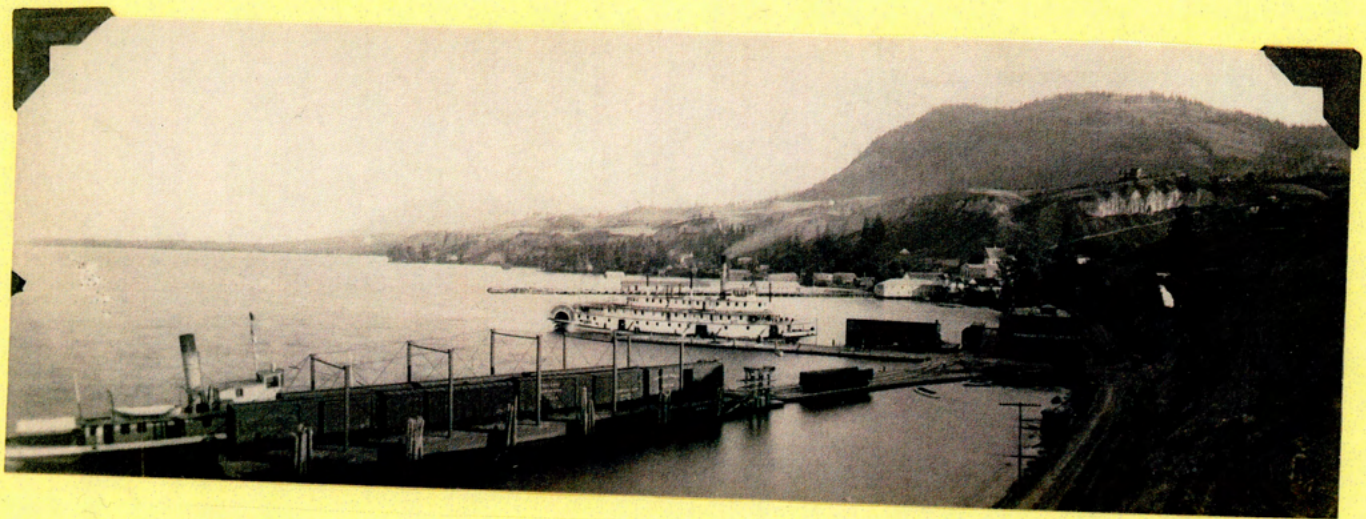
Early in July, grading operations started in Merritt. Contracts had been given to McDonell and Gyowski for the building of 30 miles south-east to Brookmere, and also to L.M. Rice and Company who started work building 35 miles west of Merritt. After the initial start, other engineer groups started work on the line and other contracts were signed. By the end of December 1910, a fair amount of grading had been done and track had been laid from Midway west for 35 miles and from Merritt to Brookmere approximately 30 miles. Also during this year, the Great Northern Railway Company laid track from Princeton west for 14 miles on the section from Princeton to Brookmere. Surveys showed that after the ends were fixed, the Kettle Valley Railway line would be broken into five sections:

1. Midway to Hydraulic Summit(above Kelowna)4160 feet uphill for 76 miles.



Picture of the S.S. Sicamous taken during the early 1920's
before the wharf was torn down.

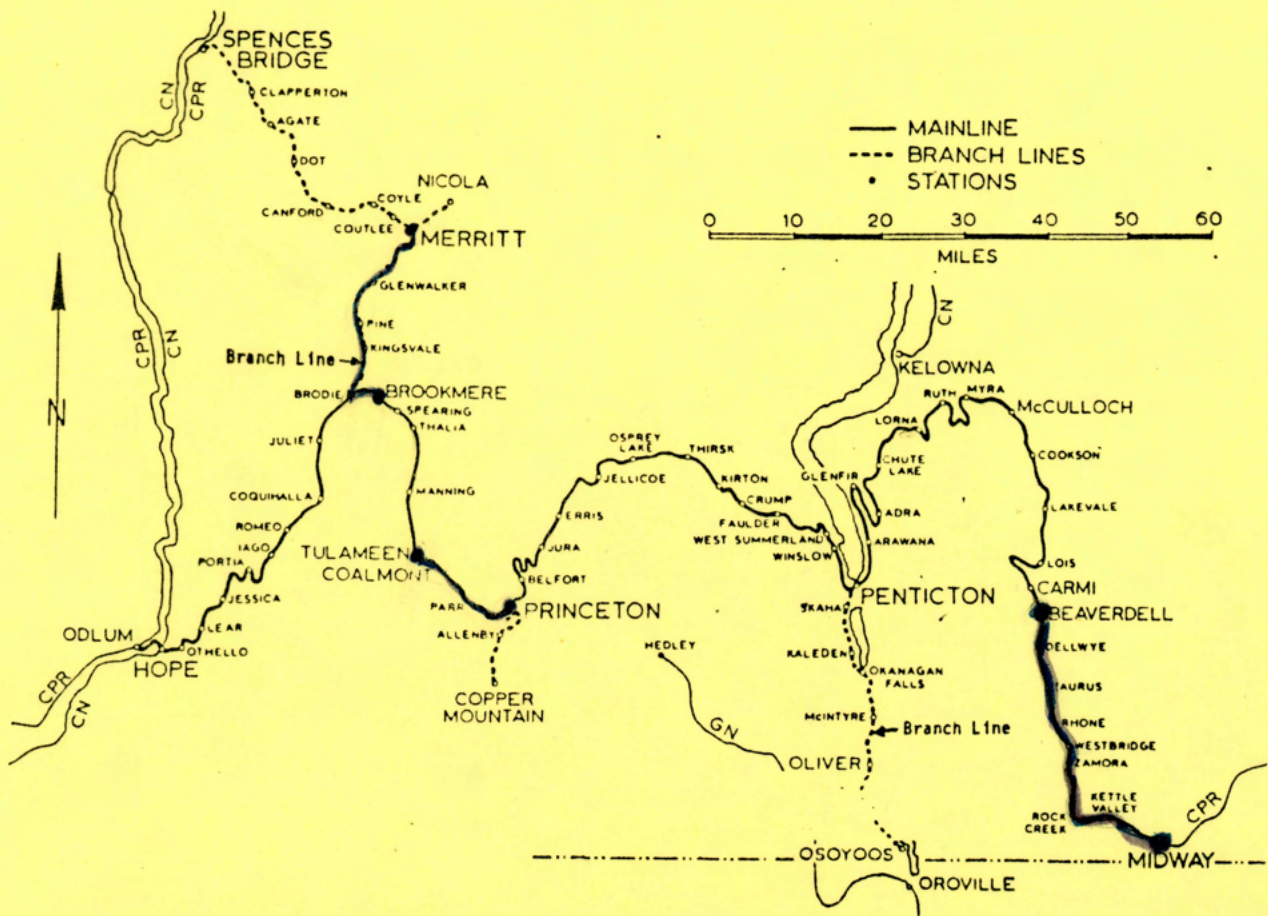
978-190-2F Lower Town



The S.S. Okanagan and S.S. Castlegar docked at the C.P.R.
wharf in Lower Summerland. Box cars carrying freight could
be transported to their destination via this landing.
Picture taken circa 1912.

1978-168-003 Lower Town

THE
KETTLE VALLEY RAILWAY



Sections of K.V.R. line finished as of December 1910

2. Hydraulic Summit to Penticton 56 miles downhill
3. Penticton to Osprey Lake 3592 feet uphill for 39 miles
4. Osprey Lake to Princeton 32 miles downhill
5. Princeton to Brookmere all uphill

With this information, all sections could be worked on at the same time once the grades were set. Much was accomplished during the last six months of 1910, but the work increased even more during the following year. Construction in Penticton led to the building of a dock on Okanagan Lake where cars could be transferred from barge to land.

During the year of 1912, not much progress occurred except for some changes in planning. The Kettle Valley Railway Company had joined with the Great Northern Railway in construction of a line down the Coquihalla. It ran to Hope and crossed the Fraser River to join the C.P.R. mainline. The price of building a line over this rugged area was estimated at \$10,000 per mile. To help defer the enormous costs, the Federal government gave the C.P.R. a grant of \$200,000 or 80% of the total costs. Up until this time, track had been laid from Midway to Carmi, Merritt to Brookmere, the south Penticton yard, 1½ miles south of Penticton to the lake front; and Penticton west to Trout Creek. As 1912 drew to an end, 2175 men had been employed on the line, 132 miles of grading had been done and 85 miles of track had been laid.

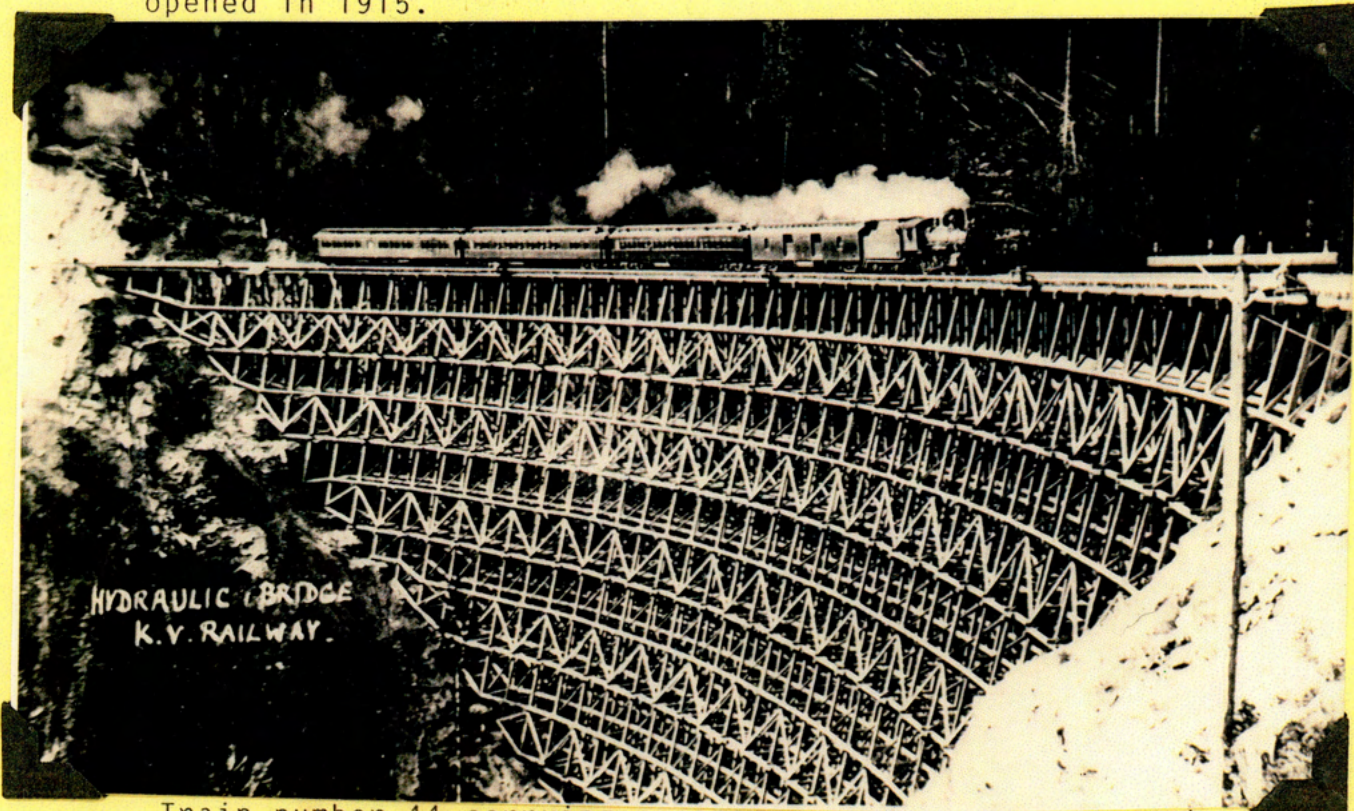
The years of 1913 and 1914 were the biggest years for construction. Grading, track laying, tunnel work and trestle building kept workers busy. A start had been made on the Coquihalla and Coldwater sections. By December 31st, track had been laid from Midway to a place near Myra, Penticton west to Osprey Lake, from Brookmere to Merritt, and from Brodie towards Hope for 11½ miles. During 1914, trestle building was done east of Penticton and heavy grading between Hope and Princeton. At the end of this year, track had been laid from Midway to Osprey Lake. Track had also been laid from Brodie west on the Coquihalla section (from Petain to Hope), and from Brookmere to Merritt. By this time, the Great Northern had finished laying track between Princeton and Brookmere, which was later used by the Kettle Valley Railway.

Work on the K.V.R. line continued at a uniform pace. During the year of 1915, grading and bridges were almost completed on the Coquihalla section, while the section between Midway and Princeton had been finished. By December of this year, track had been laid in all areas leaving only 1½ miles to finish on the Coquihalla branch. The line between Midway and Merritt was inspected by government engineers on May 31st and trains

11



The Quintette Tunnels near hope just before the railway opened in 1915. 986-244-4



HYDRAULIC BRIDGE
K. V. RAILWAY

Train number 11 carrying passenger cars travels through the Hydraulic Summit circa 1915. 985-231-7

I.W.W. Strike At Naramata.

1913

Not the Success Anticipated by Organizers

Many Men Returning to Work.

For some weeks rumors of a contemplated strike in the railway camps on the east side of the lake have been heard, and different dates have been named as those fixed on which the strike would be called. On Saturday, however, a number of men came down to Naramata from the camps above, and up to the present a good many men have quit work, the number being variously stated as from 500 to 1,000. Most of the men went to Penticton, and after cashing their pay cheques continued south or went up the lake on the boat. Quite a number have been seen about the streets in Summerland.

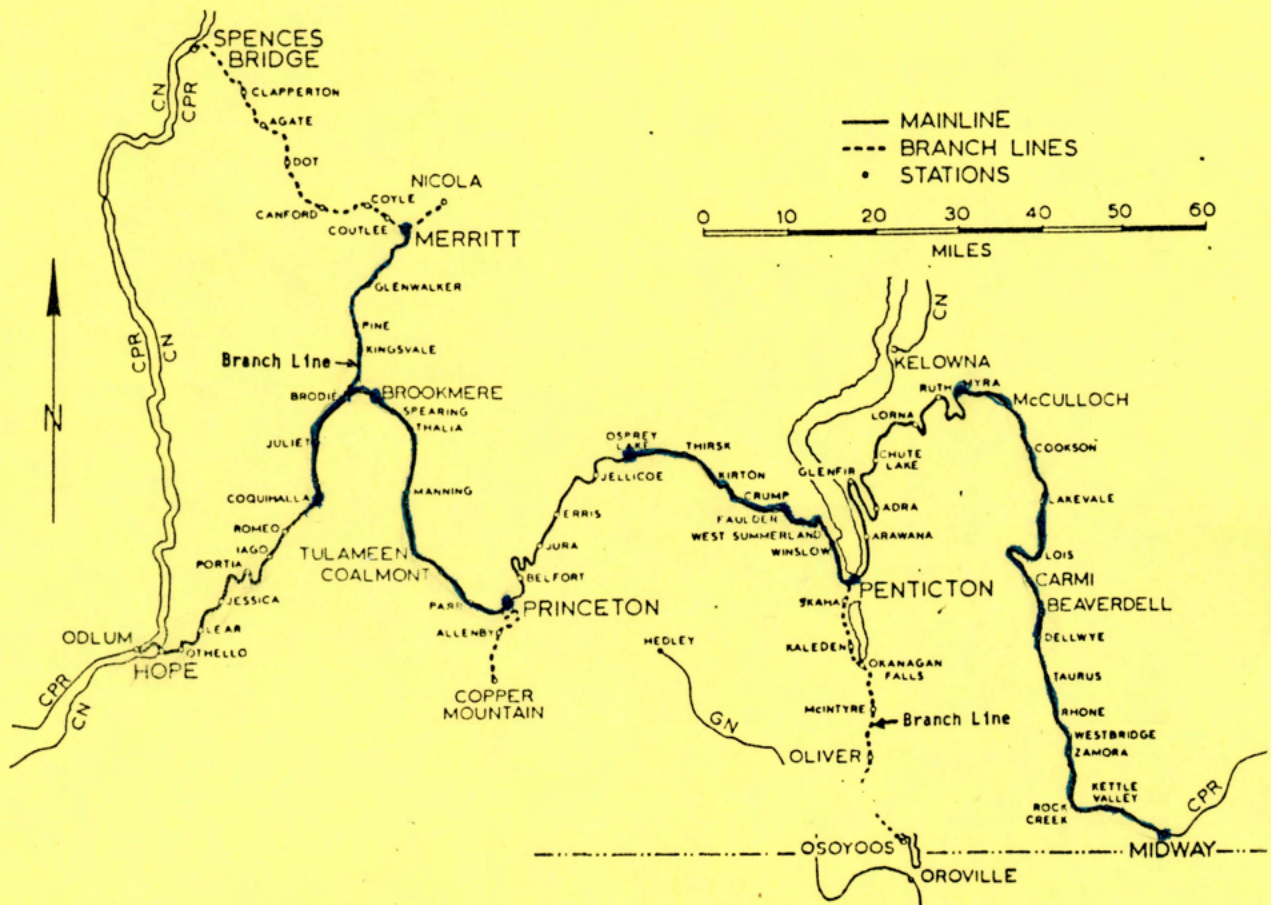
That the I.W.W., who have been for some time trying to organize a strike, planned on making a complete tie up is evident. This order has a shack at Naramata open to the railway men who are met there by agitators, and each camp has

among its employees one or more delegates active in the interests of the organization. The old saw mill and cottages at Naramata were rented and fixed up as temporary quarters for the strikers, and a quantity of provisions put in store.

The latest information is that the men located there and elsewhere at Naramata and Penticton were never enthusiastic for a strike, and are now returning to work in large numbers. Other men have been coming in, and these, to quite an extent, are taking the place of the departed strikers.

The minimum wage now paid is \$2.75 for a ten hours day. While some of the contractors claim they have never been asked to increase the rate, and other strikers have been heard to say they did not know what the strike is for, it is stated that a demand for a \$3 minimum is being made.

THE KETTLE VALLEY RAILWAY



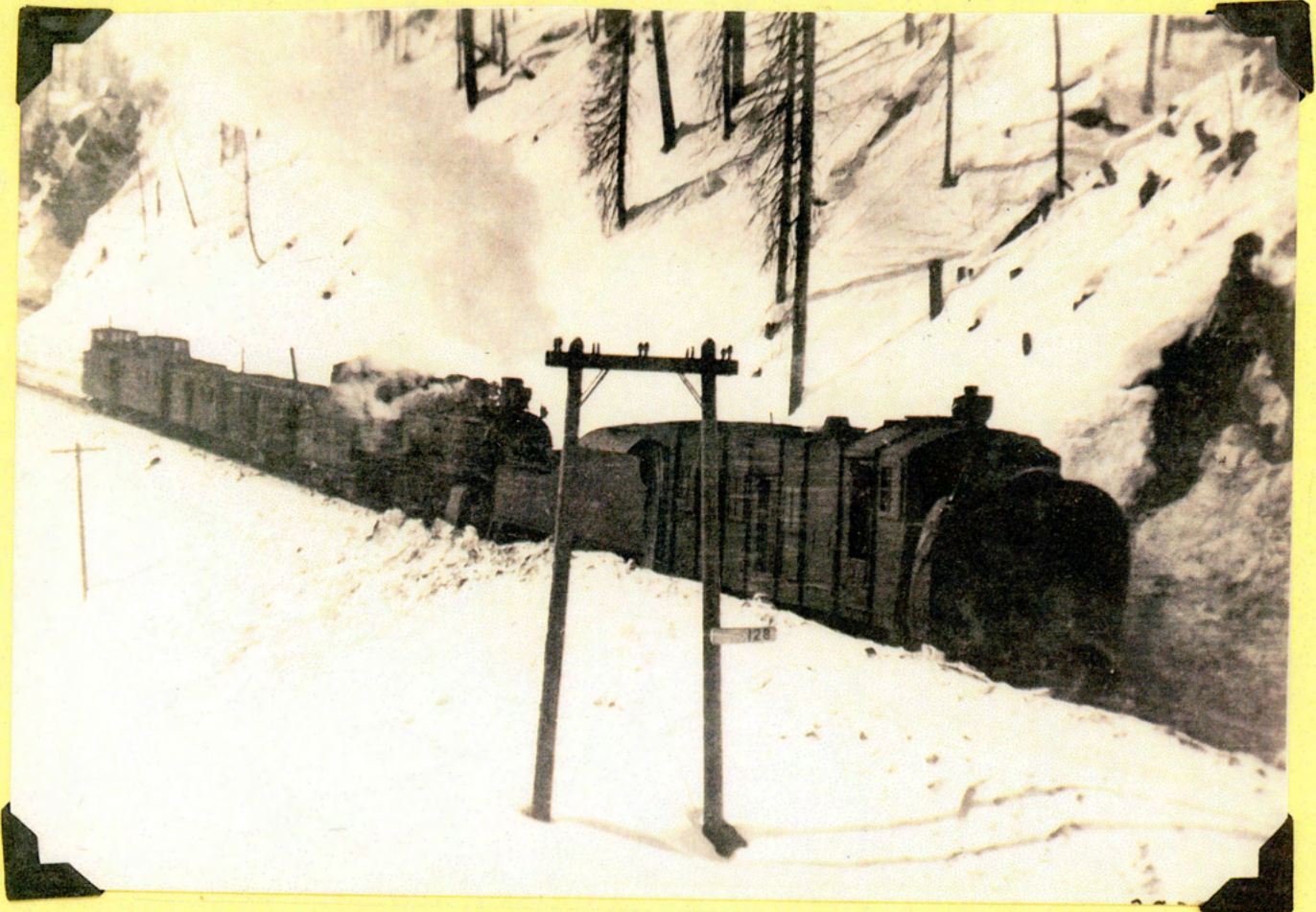
Sections of K.V.R. line finished as of December 1914

started running between the two points soon after. Arrangements were made on November 1, 1915, between the C.P.R. and the K.V.R.. The section of Spences Bridge was leased to the Kettle Valley Railway and extended the line an extra 40 miles.

The Coquihalla section was completed and inspected by July 31st, 1916. By this time, trains were being operated from Midway through to Penticton, Princeton, Brookmere, the Coquihalla to Hope; and across the Fraser River to Odlum. The section to Spences Bridge was operated as a branch of the K.V.R. In September of 1916, Sir Thomas Shaughnessy, along with several directors and officials of the C.P.R., traveled the entire route from Midway to Hope.

Although the Kettle Valley Railway had been finished; McCulloch's, Warren's and Shaughnessy's dream of a line through British Columbia were far from over. During the following years, they continued to upgrade and improve the line. Wooden trestles at Trout Creek Canyon were replaced with an enormous amount of earth fill. In 1920, a branch line was built between Penticton and Copper Mountain. In 1929, the railway and the B.C. government agreed to build a line from Penticton to the United States border. This section took over a decade to build and was completed in 1944. During the spring of 1947, a new express lane was added to the line. The lane was used for transport and passenger service between Penticton and Vancouver. In 1949, oil tanks were installed in Penticton, Princeton and Brookmere. This allowed the Kettle Valley Railway to use diesel oil instead of more primitive means.

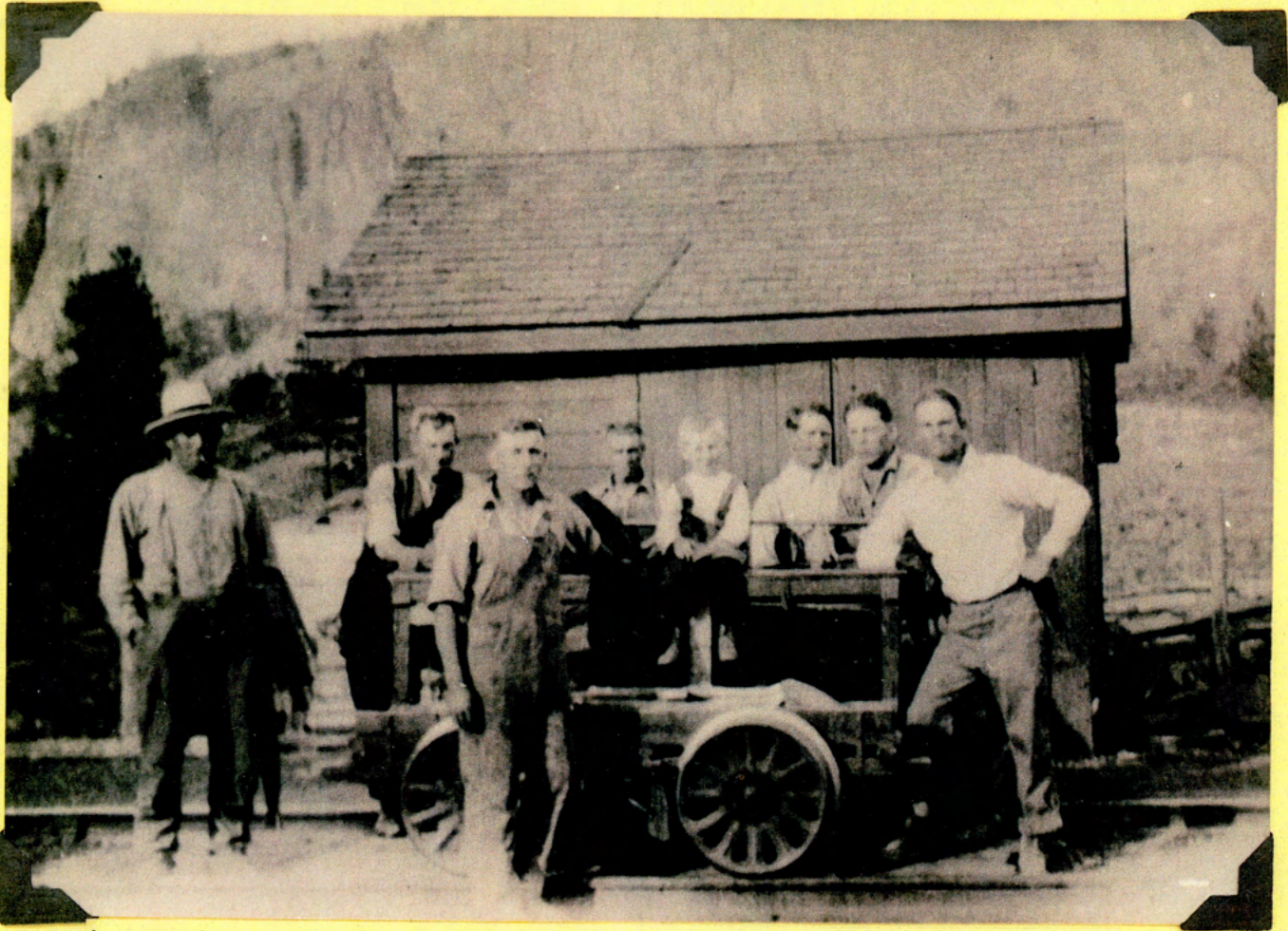
Despite the Railway's steady pace of modernization, the line was experiencing its share of problems. World War 1 had destroyed most of the mining trade which the railway had been built to serve. The Depression, which lasted ten years, also had a ghostly affect on the line. It wasn't until the second world war, that the rail actually fulfilled its purpose through the passenger trains. Another blow came in 1950, when the Hope- Princeton Highway was built. This new means of transportation made the movement of people and goods faster and more efficient. Within a short time, the highway had dominated the K.V.R. despite its efforts. More problems occurred in November of 1959 when four washouts closed down the the Coquihalla section. Because of extremely bad weather, the rail couldn't be repaired and remained closed for longer than expected. On July 18, 1961, the Board of Transport Commissioners authorized the company to abandon the Coquihalla section even though the damages were estimated



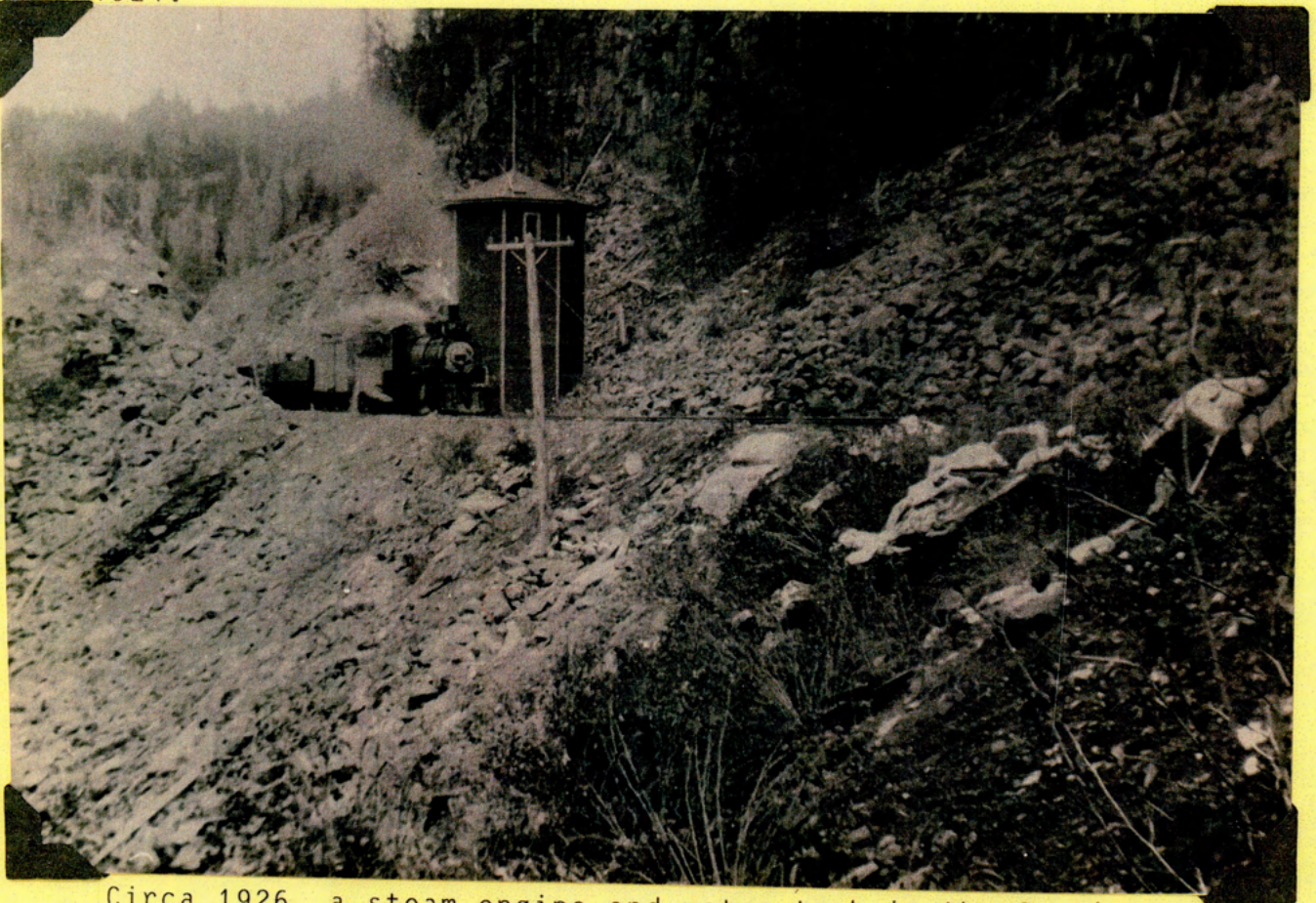
After a heavy snow fall in 1924, a steam engine equipped with a rotary snow plow clears the track of snow. 985-231-9



Engine number 3217 passing through the Princeton subdivision at Jellicoe in 1924. 985-231-11



A section gang in front of a K.V.R. tool House taken in 1924. 983-15



Circa 1926, a steam engine and water tank in the Carmi subdivision 985-231-5

at only \$250,000. In 1962, the rails were salvaged and the K.V.R. operated only from Midway to Spences Bridge. The modern highways and aircraft soon took over the railway's passenger and freight traffic. The line which was once held with great pride, soon became a burden to the C.P.R. Because of this, management chose to divert most of the freight movement to the more practical line.

In January of 1964, the Kettle Valley Railway operated its last passenger train. the barge service on Okanagan Lake was discontinued in 1972. By the following year, the train service was discontinued between Penticton and Beaverdell.



Train number ~~117~~ on one of the many trestles built on the Kettle Valley Railway.

985-231-8

The Kettle Valley Railway Through Summerland

Summerland during the early 1900's was a steadily developing town with lots of potential. Fruit, being a major income for the local residents helped the economy prosper. However; since there was no direct transportation route to the coast,(except via the C.P.R. line from Sicamous), orchardists found themselves with a problem. In order to get fresh fruit to coastal markets, a faster and more efficient route was needed. The solution came in June 1910, when Sir Thomas Shaughnessy and Company announced the building of the Kettle Valley Railway through the South Okanagan.

In anticipation of the new rail line, the Kettle Valley Equipment Depot, or The Long Red Building was erected in West Summerland. The original line, which was to approach town via a line on the east side of Giant's Head and then pass through Garnett Valley had intended to pass right by the K.V.R. depot. But once the surveying had been finished, the route was changed because of grade difficulties. The new route was moved to the south side of Trout Creek and then to Faulder. Summerland was now totally bypassed leaving the Red Building deserted. Eventually, in 1969, the building was demolished.

Mr. James Ritchie, who was Reeve of Summerland during 1910-11, realized the importance of the rail to local development. He went about requesting railway officials to reconsider the bypass. Unfortunately, the request was turned down. Mr. Ritchie received a blueprint from the president and chief engineer showing the bypass of Summerland. James Ritchie, after seeing the official report, came up with a new idea. This time the rail would move in a new direction. In order to save Summerland, Ritchie appealed to the Ministry of Highways in Ottawa. But before appealing he had to get all the facts. By means of horseback, Ritchie started surveying, with a carpenter's level, opposite the present day Research Station in Trout Creek, and continued for 7 miles west where it would join the K.V.R. line in Faulder. MR. F.H. Latimer, the District Surveyor, confirmed Mr. Ritchie's findings which were then wired from Kamloops to Ottawa. A hearing date was set for August 14, 1911 in West Summerland. Because Ritchie and Latimer were able to keep the grade at 2% and shorten the original line by $\frac{1}{2}$ mile, the plan was accepted and work started immediately. A work camp was set up for the survey crew south of Giant's Head Mountain, and a larger camp was also formed for the construction crew. This camp was located on Alkald Flat on South Victoria Road below Little Conkle Mountain.



Yottle Valley Grade
Summerland

Grading being done through Summerland around 1912. Horse power was used to carry explosives to the grading sites and also haul rubble from the sites. 984-258-7



The first steps taken to build the Trout Creek Canyon Bridge in 1912. 985-2

TRAINS OVER BIG BRIDGE in JULY

1913
That trains will be crossing over the Trout Creek bridge in July was the assurance given a representative of the Review early this week.

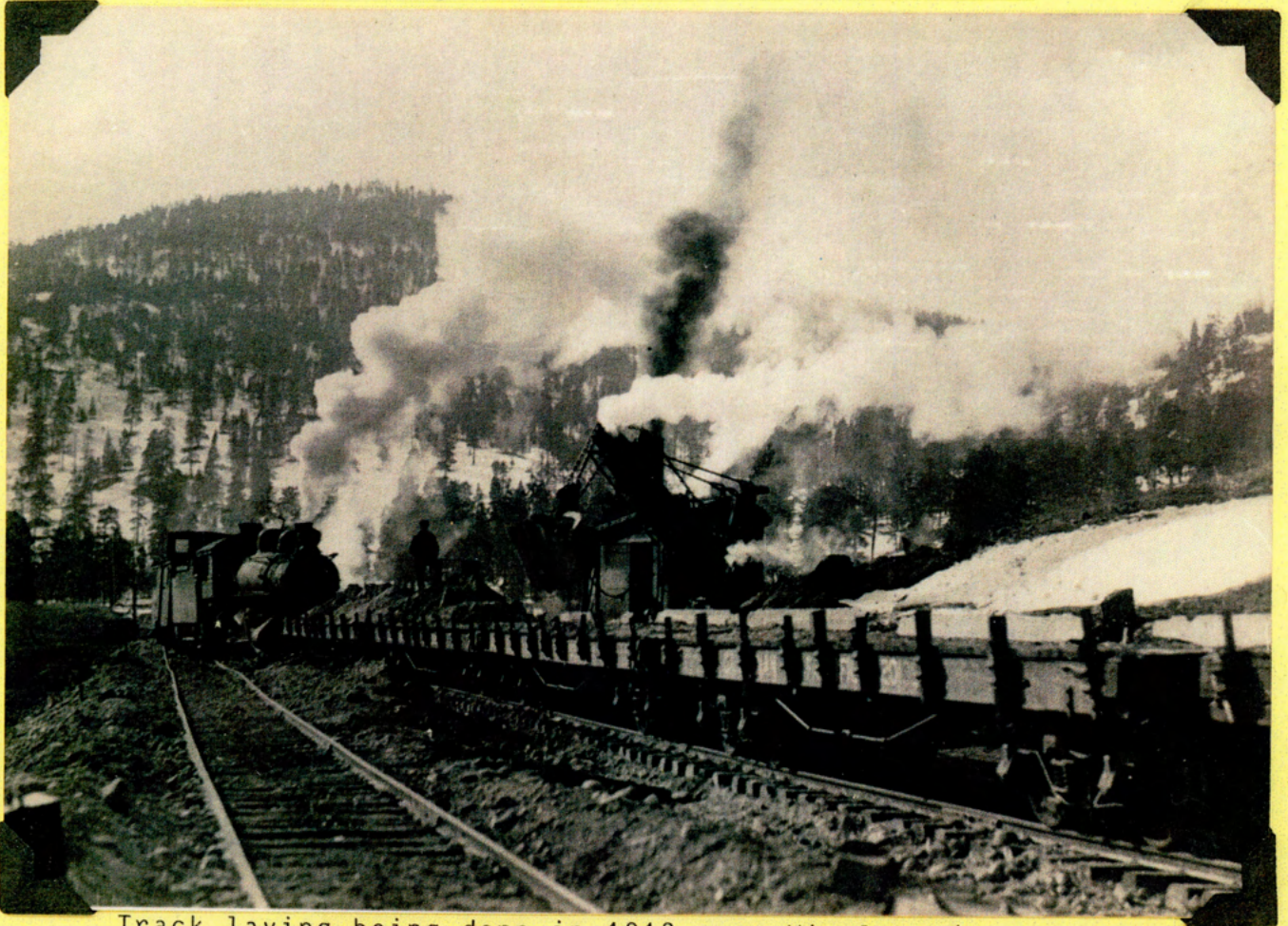
The lateness of the season has retarded the usual increase in the volume of water flowing through the canyon, thus giving ample time to lay the foundations for the false work necessary for the stretching of the span of steel across the canyon. The foundations are now complete and the superintendent of erection for the Canada Foundry Company (which company has the contract for the building and erecting of the bridge) feels confident that no volume of water that is likely to come down Trout Creek will in any way interfere with the immense trestle work they are building for false work.

Unless something unforeseen occurs everything will be in readiness for the commencement of the actual work on the bridge itself by June 10th. Much of the steel is now on the spot, and the work will be rushed to completion as speedily as possible, and while it will probably be the latter part of August before the final touches are put on, the contractors are confident of being able to open the bridge for traffic not later than July.



Initial building on the Trout Creek bridge circa 1913.

978-166-23



Track laying being done in 1913 near Winslow, (now area south of Giant's Head Mountain.)

985-231-1

Early in 1913, the grade had been set through Summerland and was waiting for the rails. Over 1000 men had worked on this section through the winter, and by spring over 2000 people were employed. By mid-October, the great steel bridge over Trout Creek Canyon had been completed and on October 25th, J.J. Warren along with Penticton's most prominent citizens rode the first official train over the bridge. By the end of 1913, 16 miles of track had been completed between Penticton and Faulder.

Monday, May 31st, 1915, was a very important day for the residents of Summerland. Children attending school were dismissed early and some businesses closed down for the day. Over 2000 people stood at the not-yet-built train station to witness the first train through Summerland. The steam engine with its baggage car, first class coach and sleeper arrive on time at exactly one minute to four in the afternoon. The journey to Vancouver took 23 hours and 20 minutes.

During the year Of 1916, the Kettle Valley Station in West Summerland was built. It offered daily service east and west. Many local people such as Mr. Rutherford, Mr. R. Johnston, Mr. K. Nister, Mr. R. Mead, Mr. R. Riedel and Mr. C. Thompson served as station agents. Passenger service continued, but declined when the Hope- Princeton Highway opened in 1950. During the year of 1958, modernized streamlined Budd cars (which ran on diesel oil), were added to the line. These cars then connected with the C.P.R. mainline trains at Spences Bridge.

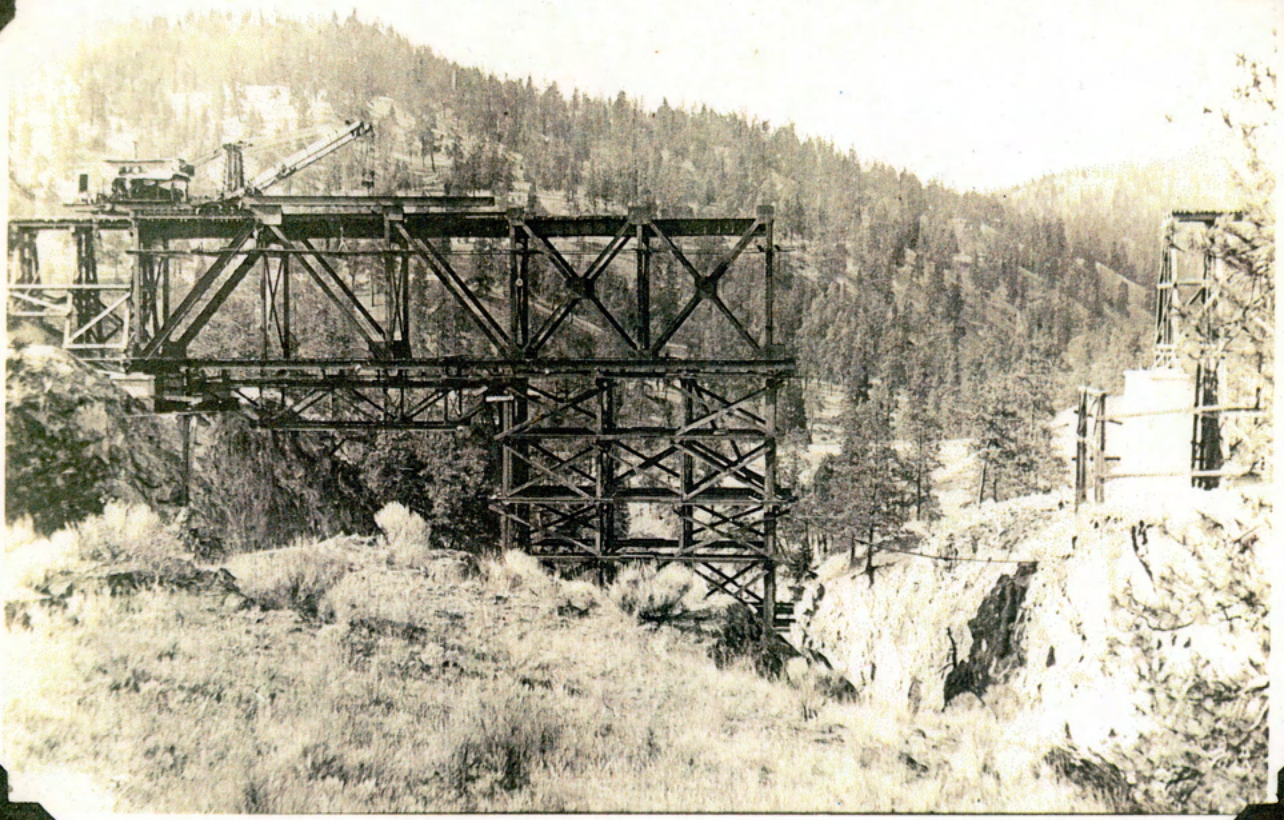
Lacking from passengers, the Kettle Valley Railway offered it's last trip through Summerland on January 16,1964. A large crowd formed at the Summerland Depot. Many who rode the first train were now witnessing something they had hoped would never come. Many old-timers took the last passenger train to Penticton with heavy hearts. the struggle to get the railway seemed to have no weight now that it was coming to an end.

After being in disuse for many years, the Summerland Station was turned into the Summerland Museum in 1976. The station stood until 1985 when it was dismantled. The frequent trains which passed the building decreased over the years. Now, the only part of the K.V.R. still functioning is the section through Merritt. All others have been shut down and dismantled with the Penticton line just recently shut down.



The first KETTLE VALLEY passenger train to pass through WEST SUMMERLAND,
arrived at PENTICTON, B.C. May 31, 1915

997-445

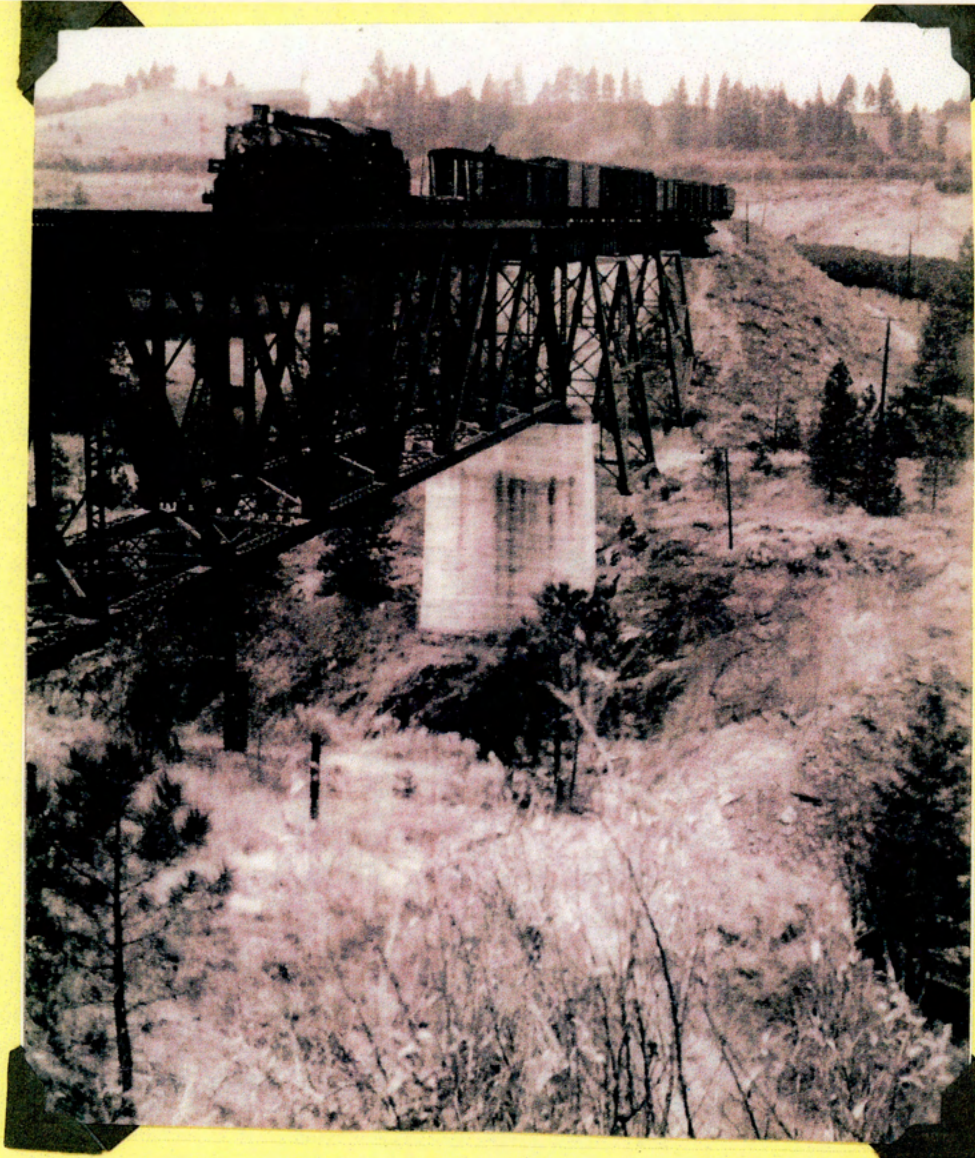


Futher construction and track laying on the Trout Creek Bridge during 1913. 985-231-3



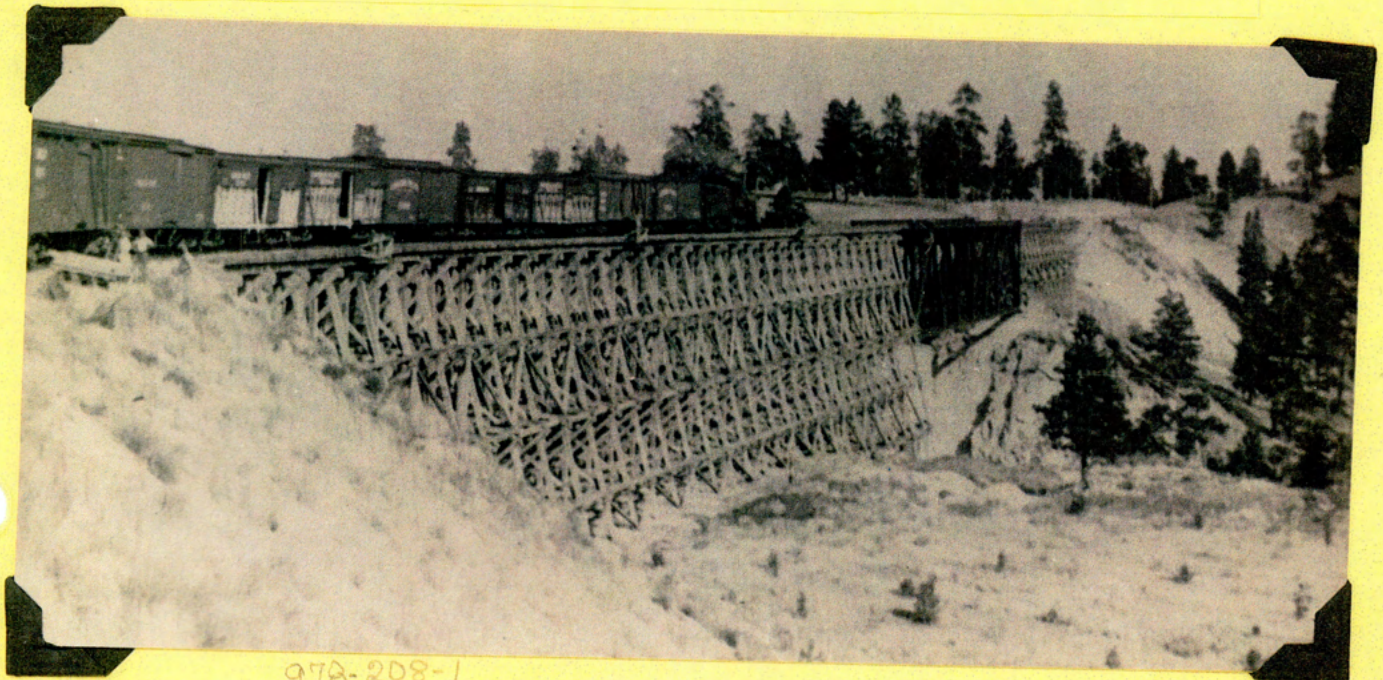
This picture shows the Trout Creek bridge nearly complete with track being partially laid. Picture taken circa 1914

978-201-25



979-215-1e

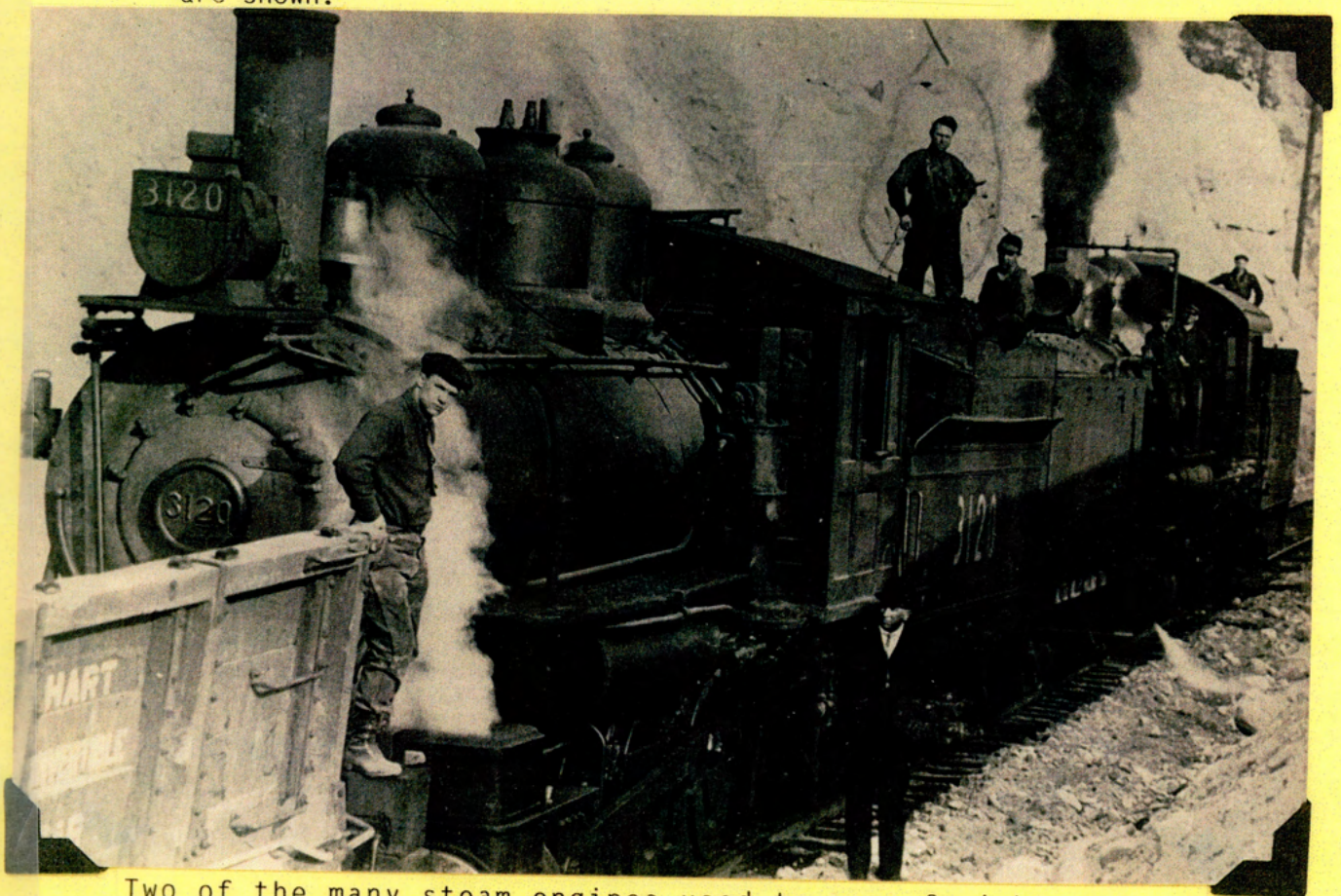
Trout Creek Canyon bridge with trains used in the south Okanagan section of the Kettle Valley Railway. Picture taken just after bridge was completed and railway opened.



978-208-1



West Summerland's K.V.R. Station House built in 1916. 980-64-1
The R.S. Monro family with visitor from Salt Lake City
are shown.



Two of the many steam engines used to move freight and
passangers along the Kettle Valley Railway. 986-197-1