

Canadian Rockies Excursion
“The Most Spectacular Train Trip in the World”
Rocky Mountaineer Railtours
July 06-11, 2002



AS # 2427Y 06JUL – SEA-YYC - 1157A 220P /-OPERATED BY HORIZON AIR
Our flight went smoothly and was on time, we even got something to eat on this short flight. The weather was great and the scenery we flew over was breathtaking. It was a very good flight.



Rocky Mountaineer Railtour Features: WESTBOUND

- § 2 day Rocky Mountaineer GoldLeaf Service®
- § 2 breakfasts, 2 lunches onboard the train in the dining room
- § Complimentary snacks and alcoholic beverages onboard the Rocky Mountaineer
- § Enjoy comfortable, fully reclining seats with colorful commentary and personalized service
- § 5 nights accommodation in Calgary, Banff, Kamloops and Vancouver
- § Banff Tour and Banff Gondola ride
- § Rail Station transfers in Banff, Kamloops and Vancouver
- § The National Parks passes are included

Rocky Mountaineer Railtours' Canadian Gold Series offers everything you want in a dream vacation. Both tours in this series give discriminating guests the ultimate in packaged vacation amenities. These tours include a specially designed motor coach, limousine transportation, breakfasts and dinners in Superior hotels, and the services of a Rocky Mountaineer Concierge traveling with you throughout your stay in the Canadian Rockies. Combined with the service and commentary provided by your Onboard Attendants, you will realize that with Rocky Mountaineer GoldLeaf Service, you are experiencing one of the world's most unforgettable rail adventures.

GoldLeaf dome coach features:

- Temperature controlled comfort
- 70 reclining dome level seats with extended leg room
- 36 dining room seats (4 sharing) with picture windows
- Full galley with gourmet menu selections
- Ultra smooth ride
- Assigned seating in full-length dome coach
- Dome level seats that rotate to accommodate groups of four
- Spiral staircase to dome level
- Rocky Mountaineer GoldLeaf Service® and amenities

When you board the Rocky Mountaineer GoldLeaf dome coach, you will understand why guests rave about GoldLeaf Service. As you relax in your assigned seat, coffee or chilled orange juice is served. The pampering does not stop. Comfort and luxury are found in the GoldLeaf dining room on the lower level where white linen, gleaming tableware and fresh flower bouquets await you. Your menu choices will include regional cuisine created by talented GoldLeaf chefs. It is the ultimate dining experience, with stunning and constantly changing vistas outside your window.

We travel about 442 km (275 miles) of spectacular sights and scenery each day - all in daylight. The Rocky Mountaineer trip is a minimum of two, eight-hour days onboard the train. Our daylight rail tours through the Canadian Rockies are scheduled to show the spectacular scenery. After a day on the train, you overnight in comfortable accommodations in the city of Kamloops, British Columbia. This is your opportunity to stretch your legs, explore this lakeside city or join the fun at Two River Junction Dinner and Musical Revue.

One of the advantages of train travel is the spacious room afforded to all passengers. Ample legroom is provided in both RedLeaf and GoldLeaf coaches - far more than is found in most first class sections of an airplane. Be prepared for a fully reclining and relaxing vacation. RedLeaf Service passengers are able to move through their own coach, stretch their legs, enjoy fresh air vestibules and the spacious RedLeaf Lounge Car. Access to the two levels onboard the GoldLeaf dome coaches is limited to those guests reserving GoldLeaf Service.

To ensure the preservation of the fragile environment of the areas in which we travel and for the comfort of all guests and employees, there is no smoking onboard Rocky Mountaineer Railtours. This includes the vestibules between the coaches and restroom facilities. The hotels do have limited smoking rooms available.

In Alberta and British Columbia, temperatures vary significantly depending on location, time of day and season. Summer temperatures range from a low 10°C (50°F) to a high of 30°C (90°F). Kamloops, your overnight stop during the rail tour, will likely be very warm (in excess of 30 degrees C or 90 degrees F) in the summer months.

Plan to bring a sweater, slacks, and a light topcoat or raincoat, as well as lightweight summer wear. Pack sturdy comfortable shoes, especially if you plan to walk in the mountains. In spring and fall, include a light coat or warm jacket if you're travelling to high altitudes.

Canada's West is fortunate to still be home to a wide variety of plants and animals. The wildlife in the Canadian Rockies helps to distinguish this region from all others.

Along the Rocky Mountaineer train route you may see any of the large mammal or bird species for which this area is known. Black and grizzly bears, elk, moose, bighorn sheep, cougar, wolves, lynx and caribou are some of the many species that rely on the large tracts of protected land to survive. All guests in the National Parks have the opportunity to experience the diverse environment that is home to these creatures.

Saturday and Sunday, Day 1 and 2: Calgary

We arrived in Calgary at 3:00 pm and spent the rest of the day sightseeing in the “Stampede City” independently. We took the Airporter bus to our hotel, since it was right there and just leaving. The cost was CAD 9.00 per person one way. It stopped right at our hotel, arranged for by the Rocky Mountaineers as part of the package. Since it was during the Stampede, everything had a “cowboy” theme attached.

Overnight in Calgary for 2 nights at the



618 - 5th Avenue SW, Calgary, Alberta, Canada T2P 0M7
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Features:

- Very convenient location downtown, we walked to everything, even the Stampede Grounds.
- One of a kind shopping and dining at Eau Claire Market, Prince Island Park and the trendy Kensington District.
- Eaton's Centre, Western Heritage Centre, Calgary Zoo, Fort Calgary Historic Park, Glenbow Museum, Calgary Tower, Calgary Stampede Park, Canadian Airlines Saddledome, Calgary Science Centre.
- 1 1/2 hours from the hotel to Banff National Park.
- 2 hours to Lake Louise.

Set in the rolling foothills against the majestic Canadian Rockies to the west and the Great Plains to the east, Calgary offers visitors the experience of two exciting worlds - stimulating, big-city life and wilderness adventure. We walked to the Eau Claire Market Square, full of activity, shopping and restaurants. We crossed over a small bridge over the Bow River from here to Prince Island Park, where children were swimming in a wading pool with a fountain; it was 80 degrees! They were keeping cool this way. It's like being in the country, right downtown a big city. In Calgary it's easy to get away for a day or two of adventure in the Canadian Rockies. You can partake in spring ski in the high country or golf in a green valley on the same day. Camp by a lake or relax at a mountain resort in Kananaskis Country. Enjoy a perfect ski and spa winter vacation at a castle-like hotel. Trail ride, heli-hike, fish, mountain-bike, and whitewater raft or simply enjoy the freshness of the mountain air. You can also experience the natural charm of the communities and attractions that are just a short drive from the city. Join in a dinosaur dig at the world-famous Royal Tyrrell Museum of Paleontology or learn about the buffalo hunting culture of the Plains Indians at Head-Smashed-In Buffalo Jump. Find out about the cowboys who rode the plains at the Bar U Ranch and the Western Heritage Centre.

Calgary's visitor attractions, events and festivals are guaranteed to keep the whole family entertained. There is a great zoo with an outstanding botanical garden to visit and a prehistoric park or you may prefer to tour the 1988 Winter Olympic sites. Visit Spruce Meadows, an international-caliber equestrian facility, during one of their major events. Check out the views of the mountains and the city from the top of the Calgary Tower; try your luck at a casino. Cheer on your favorite team at a live hockey, baseball or football game. People like to walk, jog, bike or in-line skate along the paths that follow Calgary's two sparkling rivers, the Bow and the Elbow. Stop in at the Eau Claire Market for a cappuccino or some fresh bagels. Float over the city in a hot-air balloon on a warm summer morning. Enjoy Calgary's sophisticated shopping, theatre, art galleries, symphony, ballet and opera. Sample every cuisine imaginable - from the exotic offerings of the Far East to the latest food experiences served up in beautifully restored restaurants.

We walked down Barclay Mall Street to Steven's Ave Mall, 2 pedestrian streets through downtown. There were musicians and vendors in celebration of the Stampede providing a lively and fun environment for

strolling. There are also many cafes and restaurant offering outdoor seating. Everyone was fully occupied. We decided not to climb the Calgary Tower and had dinner at the Chicago Chophouse, specializing in AAA Alberta Angus prime rib. They feed the cattle oats and barley, which makes the meat very tender. Guess what we dined on that evening? Correct. Sleep came easy.

The Calgary Stampede: WE'VE GOT FUN!! And it's all FREE!!

All entertainment and activities are **FREE** and run throughout Stampede "week" of days from Friday July 5 through Sunday July 14. The Calgary Exhibition & Stampede Downtown Attractions Committee (DTA) wants all Stampede visitors to have a hand clappin', toe tappin', and belly bustin' good time! Throughout Stampede week we'll feed you ... entertain you ... and have you dancing in the streets! We feed over 30,000 Stampede visitors a free pancake breakfast in just 7 days! Downtown Attractions includes Fluor Rope Square (Olympic Plaza on the corner of 7th Avenue and MacLeod Trail SE), and the adjoining Stephen Avenue Walk in downtown Calgary. Just look for Jake, the giant cowboy, welcoming you to the Rope Square "saddle stage". You can't miss him, as he's 28 feet high! Now that's one big cowboy! And wait until you see his gal, Jacki!

July 6th & 7th: Stampede Facilities and Attractions open at 11:00 am.

- Stampede Rodeo- Daily at 1:30 pm
- Chuckwagon Races- Daily at 8:00 pm
- Grandstand Show- 9:30 pm nightly
- Fireworks- 11:30 nightly (start time approximate)

We enjoyed all day at the Stampede. It was an easy walk from the hotel via Stephen's Mall. After just wandering around for awhile, we decided to check out the herding dogs in the Saddledome. It was the 11:00 am Stock Dog Shoot-Out. This was fun. A Border Collie and its master worked as a team to herd 3 sheep into a coral. It was the job of the dog to herd the sheep together through several obstacles at the master's direction and get them into the pen, which the master would close behind them. It was not allowed to make contact with the sheep at any time. And the whole thing was timed also. What a riot! The dogs were so intense and truly seemed to enjoy the work. This is what they are bred to do, no doubt about it. Then we wandered around some more, checking out all the horses, cattle and animals all over. They were having their nails painted, fur brushed, skin washed and sprayed and fanned, etc. Cows, steers, cattle and calves were being led in and out of the barns constantly. We were amazed at all the activity everywhere. We ended up at the Grain Museum or Agricore's museum which features a model train display depicting the movement of grain from the prairies through the Rockies to Vancouver, a working model grain elevator, films and other artifacts describing the history of grains up to the present. Here we got some pointers to prepare us for our train trip to come.

After that we enjoyed the Super Dog's show at the Stampede Coral. These were regular house-pets competing in teams. They ran through obstacles, hoops and tubes, around barrels and between fences. It was obvious that the dogs had as much fun as the owners, who also ran alongside their dog.

After walking around some more, we ended up at the Indian Village, where we watched the Siksika Tribe perform their dances, one of four of the Black Foot Nation's tribes. They wore many very colorful headdresses. Siksika Nation is located one-hour's drive east of the city of Calgary, and three kilometers south of the Trans Canada Highway #1. The Black Foot tribes live in Teepees on the prairies of Montana and southern Canada. Treaty # 7, signed in 1877 gave lands and rights to 5 tribes. Treaty Seven was a peace treaty made between two nations - the tribes of the Blackfoot Confederacy: the Siksika, Piikani, Kainaiwa, Tsuu T'ina, the Stoney Indians and Her Most Gracious Majesty the Queen of Great Britain and Ireland, by Her Commissioners, the honorable David Laird, Lieutenant Governor and Indian Superintendent of the North-West Territories, and James Farquharson Macleod, C.M.G., Commissioner of the North-West Mounted Police. The Treaty made provisions for one square mile for each Indian family, plus a limited supply of cattle, some farm equipment (one plow for each band) and a small amount of treaty and ammunition money. The treaty also made limited commitments on the part of the Queen to provide education for children and in some cases, medical services.

We walked around some more and looked at the “crazy” people on the upside down rides. There were many rides, jumps, drops, swings, and combinations of all of them to try. We were too tired to stay for the Chuck Wagon races or the evening show after dinner. We stopped at the Salt Lick outdoor restaurant on Stephen’s Mall. It was such a nice warm evening, just perfect for a birthday celebration, as it was my birthday on July 7 again this year!

After we got back to the hotel, we noticed clouds moving in and soon the downpour started and it rained “cats and dogs” all night.

Day 3 Calgary to Banff



ROCKY MOUNTAINEER RAILTOURS®

Depart the Stampede City this morning at 8:50 am for a tour to Banff by bus. Highlights include the Cave and Basin Centre, Banff Gondola, Bow Falls, Surprise Corner, and the Hoodoos.

The rest of the day is at leisure to explore Banff on your own.

Our bus arrived right on time to pick us up at the hotel. It’s a nice drive from Calgary to Banff, just less than 2 hours. Our driver was very informative and explained about the Blackfoot Nation’s 4 tribes living in the area and how the treaty of 1877 between 7 tribes affected land ownership in the area. We passed by the buffalo jump, an area dug out to catch buffalos. We learned that the Stoney Indians got their name from the way they cooked their food on hot rocks. We saw Mule Deer, with black ears and a black tail, and Big Horn Sheep along the road. We passed by a giant lime stone quarry, used to make cement close to Lac Des Arcs, Bow Lakes. Our driver told us about the time he was driving by one early winter morning when the lake was frozen over and the wind was blowing so strong that a pack of wolves crossing on the ice were blown off course and at a weird angle. He said he never saw anything like it before or since. Then he told us about Dead Man’s Flats, where a prospector who found gold killed his partner to keep the find for himself, went to town to sell his gold, which turned out to be “fools gold”. He then returned to the spot where he’s killed his friend and killed himself, thus the name: Dead Man’s Flats. There are many stories in these plains and mountains.

Then we passed through Canmore, a former coalmining town named for the Scottish King, who beheaded Mac Beth. Therefore, Canmore is home to a big Shakespeare festival every year. The peaks of the Three Sisters Mountain are Canmore’s famous landmarks. Since Banff has a “need to reside” requirement governed by the National Parks department, many local area residents live here. Canmore offers great outdoor activities, art galleries, shops, restaurants and resorts.

Mt Rundle, named for Robert Rundle followed us for 11 miles, the longest mountain in the Canadian Rockies. Seven distinct points along its ridge stretch from Whiteman’s Gap to Banff.

There are many Hoodoos in this area. They are pillars of glacial till, sandstone formations, formed and cemented together when the limestone wore away about 20,000 years ago. The native peoples believe that the Hoodoos are haunted and will not live close to these exposed sandstone formations. They believed the Hoodoos were nocturnal giants, who awoke at night to pound the passersby with rocks hurled from the mountainside.

Banff became a National Park in 1884. Living here is regulated by the Park Service, and very expensive. The land is leased and cannot be owned. Welcoming visitors for more than a century and designated an UNESCO World Heritage Site, Banff National Park’s unique blend of first class amenities, stunning scenery, warm hospitality and local heritage will exceed your expectations. The alpine beauty of the

Canadian Rockies is the setting for the mountain resort communities of Banff and Lake Louise, conveniently located 1.5 hours from the Calgary International Airport. The Canadian Rockies offers visitors endless year-round opportunities for adventure and relaxation. The winter season offers virtually no lift lines at the three world-class ski resorts of Banff Mount Norquay, Sunshine Village and Lake Louise, or for the more adventurous, a Heli-Skiing experience in the birthplace of the sport. Banff and Lake Louise offer a winter wonderland of activities including festivals, Canyon Ice walks, snowshoeing, and cross country skiing, just to name a few.

The summer season in Banff National Park is an outdoor enthusiasts' dream. Adventures are available for families, as well as advanced mountaineers. Enjoy activities ranging from guided hikes to white water rafting, helicopter sightseeing to trail rides and mountain biking to gondola sightseeing. There's something for everyone!

We drove all around for an orientation tour to the Park and village. Cascade Mountain dominates as you come into Banff. It is named for all the cascading waterfalls you can easily see from the road. We drove down Banff Avenue, across the Bow River bridge with the Indian face stone carvings, past the Buffalo Nations Luxton Museum of native arts, heritage & culture to the Sulphur Hot Springs and the Cave and Basin Centre, a national historic site of Canada. The mountain gets its name from the hot springs that seep from a fault running through rock strata along the mountain's base.

In the fall of 1883, instead of heading home for the winter, 3 railway workers turned prospectors and trappers found this liquid gold: thermal springs that they hoped would make them rich. Frank McCabe, William and Tom McCardell discovered the sulphur smell on the roots of a tree and found the cave leading to the springs. This was the beginning and birthplace of the Canadian National Park System. The Stoney Indians told of the healing powers of the hot springs waters. In 1859 James Palliser of the Palliser Expedition, was the first to record the existence of thermal springs in the area.

The Canadian government disposed of all private claims to the area and declared twenty-six square kilometers Hot Springs Reserve surrounding the Cave and Basin. The Reserve was declared to be of "sanitary advantage" to the public belonging to all Canadians.

There is a visitor center here, exhibits, and a replica bathhouse. You can enter the cave and the springs via a tunnel blasted into the cave in 1886. There are many hiking trails leading from here as well. There is a reflection pool that at one time used to be a "spa" and bathing pavilion designed by Walter Painter. It was the largest in Canada at that time.

Then we drove past the Banff Springs Hotel and Golf Course to Bow Falls. This is where the Spray River joins the Bow. The Bow River flows through Calgary as well as through Banff. Here it flows over some falls, which makes a picturesque and romantic spot to visit. Rafters were starting their trip from below the falls.

We drove up Tunnel Mountain, also know as Buffalo Mountain, because the native people thought it looked like a buffalo from afar, which it does. Here we observed many cute little Columbian Ground Squirrels. This was surveyed for a site as a railway tunnel, but those plans were abandoned, hence the name, Tunnel Mountain. The road offers many beautiful views of Banff, Mt. Rundle and the Bow Valley. We stopped at the Hoodoo viewpoint, close to Surprise Corner, where motorists coming around the blind curve in the road will be surprised to find lots of people in the road. From here you can take the Hoodoo hiking trail.

We stopped in town and had lunch at Wild Bills, while it rained for a while.

An 8 minutes ride to the top of Sulphur Mountain on the Banff Gondola was included in the tour and we decided to go for it, but the weather did not cooperate and clouds at the top totally obscured the view. That was disappointing.

From here at 7,486 feet are breathtaking views and photo opportunities abound when you can see the magnificent 90-mile panoramic view from the surrounding observation deck. There are wide walkways, boardwalks, and continuous railings that guide you to the vantage points, a restaurant, a snack bar and a large gift shop, of course. Every season is a new world in the Canadian Rockies, with stunning scenery that constantly changes. Around every corner is a new view to rival the last. With all there is to discover, a visit to Banff National Park is never-ending. We waited for a clearing, but it was not to be, so we went back into Banff to check into our hotel.

Mount Royal Hotel
A good part of a great experience.
Banff • Alberta

138 Banff Avenue P.O Box 550, Banff, Alberta T1L 1A7
Toll Free: 1-800-267-3035, Telephone: (403) 762-3331, Fax: (403) 762-8938

From a small railroad outpost to a thriving tourist township, Banff has certainly changed a lot during the past century. And, as the community has grown, the Mount Royal has retained its constant presence downtown on the corner of Banff Avenue and Caribou Street. It's no surprise that the needs of Banff's visitors have also been progressing. As for us, well, we've spent the past ninety years learning how to accommodate those needs, eventually adopting the role of gateway to the adventure. Best of all, the Mount Royal is so convenient. Our downtown location at 138 Banff Avenue means that shopping, restaurants, attractions and nightlife are just a stroll away.

Over this century Banff National Park has developed into a travel destination of international acclaim. And the Mount Royal Hotel has been part of the experience of Banff since its earliest beginnings. The Mount Royal Hotel's history in Banff dates back to the turn of the century. It originally opened for business at the beginning of this century in the spring of 1908. Originally called the Banff Hotel, the red brick structure complete with a lead roof, boasted 60 rooms as well as a spacious dining room and billiard room. Dave and Annie McDougall of Morley Alberta opened it at a time when Banff was little more than a CP Rail outpost gaining some recognition as a starting point for guided backcountry adventures in the Canadian Rockies.

In November of 1912 Jim Brewster, of Brewster family fame, purchased the hotel from the McDougall family. The adventurous Brewster family of mountain guides started many tourism-related businesses in Banff National Park; many that continue to prosper in present day. This includes the world wide recognized Brewster Transportation and Tours company, no longer owned by the family, who own the present day Mount Royal Hotel. Back in 1912 the hotel was sold to Jim Brewster for \$75,000 and it became one of the Brewster families most lucrative investments as tourism in Banff began to boom right before the war. It was not long before Jim started expansion of the Mount Royal Hotel. He hired a new manager and quickly announced plans to enlarge the dining room, add an elevator and another 50 guest rooms. The hotel developed a reputation and identity tied to the town of Banff.

The Mount Royal Hotel continues to be a prosperous division of the Brewster Company, surviving time and a fire disaster in 1967 that burned the old wing of the hotel almost to the ground. At the time of the fire author Arthur Hailey happened to be staying at the hotel autographing copies of his latest novel Hotel. Hailey and all the other guests escaped and Hailey wrote an exclusive front-page story in the Calgary Albertan describing the Mount Royal as a good hotel. "The Mount Royal had been a good hotel. Despite its age, it was well run, clean and efficient. It had something of that elusive thing called character."

After checking in to our beautiful room, we walked back to Bow Falls along the trail from town. We also walked around the town for a couple of hours, checking out a few shops and galleries as we tried to decide where to have dinner. We choose the Tuscany Restaurant right at the hotel and it was wonderful. The warm décor is reminiscent of the famous Chianti region of Italy. Tom had a great venison steak and I had AAA Alberta filet. It was delicious and perfectly prepared with fresh vegetables and herbs. We also had an Australian Pendleton Shiraz, Bin 2, 2000 that was excellent. I can't find it anywhere in the States.

Day 4 Banff to Kamloops

The Bus showed up right on time at 8:10 am to take us to the train station for our trip today, the reason for our visiting both Calgary and Banff. We did this trip westbound to save the best for last. We had upgraded to the GoldLeaf Service. The anticipation was overwhelming. The GoldLeaf dome coach puts you in the middle of the awe-inspiring scenery of the Canadian Rockies.

It's going to take all day to get to Kamloops, the expected arrival time is 6:20pm. The luggage was taken care of, right from the start. We didn't see it again until we checked into our hotel and found it already in

our room. That's service!

We departed onboard the Rocky Mountaineer from Banff for Kamloops, the gateway to British Columbia's interior. As the train crosses over the Continental Divide you will pass through the Spiral Tunnels in Yoho National Park, a remarkable engineering achievement. Marvel at the stunning glaciers, numerous tunnels, and snow-capped mountains of Rogers Pass in Glacier National Park. The route is divided into several subdivisions, each requiring its own engineer.

Rocky Mountaineer Railtours travels between Vancouver and Banff, Jasper and Calgary, Alberta, between mid-April to mid-October. The classic two-day, all-daylight rail journey travels over 918 miles (1469 km) of railway track; 527 miles from Vancouver to Jasper on Canadian National Railway (CNR) and the balance of 391 miles from Kamloops to Calgary on Canadian Pacific Railway (CPR).

Each railway line is broken into subdivisions of approximately 125 miles in length, representing the distance that steam locomotives could travel before refueling. The Rocky Mountaineer travels through four CN subdivisions on its route to Jasper and three subdivisions on the CP railway line from Kamloops to Calgary.

BANFF – KAMLOOPS

Spiral Tunnels – Mile 131.1 and 128.8, Laggan Subdivision
Kicking Horse Pass – Mile 33.0, Mountain Subdivision
Stoney Creek Bridge – Mile 76.2, Mountain Subdivision
Rogers Pass/Connaught Tunnel – Mile 80.0, Mountain Subdivision
Craigellachie – Mile 27.8, Shuswap Subdivision
Great Train Robbery – Mile 114.5, Shuswap Subdivision

This is one of the most spectacular and famous stretches of track in the world. Each year hundreds of thousands of visitor from around the world come to witness the splendor of this mountain wilderness. Many travel along the Trans-Canada Highway, but the lucky ones who travel by train get the best sights, which are still reserved for those who have the opportunity to travel by train. It's like boarding a time machine. Every inch of the route is another chapter in Canadian Pacific Railway's history – as well as the history of Canada.

The first glimpse is nearly indescribable, but indelible:
Towering mountains, fiercely beautiful!
Blue-white glaciers, as old as time!
Deep, dark forests!
Wild, boiling streams and rivers!

Laggan Subdivision: Calgary to Field

From Calgary, the railway follows the Bow River Valley into the midst of the magnificent Rocky Mountains. Beyond Lake Louise, the line follows the **Bath Creek**, a tributary of the Bow, to Stephen on the Continental Divide. From Stephen to Hector, the line begins its descent down the western slope of the Rockies and, after Hector, drops rapidly through the Spiral Tunnels, following the **Kicking Horse River** to Fields, BC.

Castle Mountain – Mile 99.0

At nearly 9,000 feet, this bulky, turreted mountain is an excellent example of castellated type mountains featuring horizontal rock layers. Dr. James Hector named it in 1857 for its obvious castle like shape. In 1945, during the Second World War it was renamed in honor of Dwight D. Eisenhower, but its original name was re-instated in 1979. However, the first peak is called the Eisenhower peak.

After Morant's Curve along the Bow River we see Mount Temple, Saddle Peak, Fairview Mountain and Mount St. Piran. What a spectacular backdrop to the south side. Every inch of the way is breathtaking scenery. Don't even bring a book on this trip, and forget about napping.

The emerald green lake at **Lake Louise** is not visible from the train, but we can see the surrounding Mount Victoria Glacier with an elevation of 11,365 feet.

Kicking Horse Pass – Mile 122.2

In 1858 Dr. James Hector, a noted naturalist and geologist and one of the first men to explore the Canadian Rockies during the famous Palliser expedition, found this pass. This expedition was commissioned by the British Government to explore and map various portions of western Canada. At one point during the expedition, Hector was kicked in the chest by one of his packhorses and was knocked unconscious for several hours. The next day, he remounted his horse in severe pain, to continue his expedition. Hector returned to the Rockies 45 years later. This time he rode on a luxury rail coach complete with a Dining Car.

Continental Divide at Stephen – Mile 123

This is the Continental Divide and the boundary between Banff National Park in Alberta and Yoho National Park in British Columbia. It's the highest point on our journey at 5,332 feet above sea level and separates the Pacific and Atlantic watersheds. On the south side, Divide Creek tumbles down toward the track and divides into two streams, going both east and west.

Stephen is of course named for George Stephen, who was the first President of the CPR and also financed the venture. Mt. Stephen is also named for him. When the Queen of England knighted him he took the title Lord Mount Stephen, in effect naming himself after the mountain that was named after him. A small cairn or column marks the spot of the Continental Divide. We almost missed it as we sped by.

At Milepost 125, at Hector we pass Wapta Lake, a Stoney Indian word for river. This is the source of the Kicking Horse River. The Trans Canada Highway descends the former "Big Hill" grade through the upper Canyon of the Kicking Horse River.

Spiral Tunnels – Mile 131.1 and 128.8

This is exciting to be part of. We started at the top and worked down. We could see the people stopping on the Highway and getting out of their cars to observe the train going through the tunnels. That must have been fun too. But we got to ride inside the train. I was so excited and spent most of the day on the outside observation platform taking pictures. Now I know why the Cree Indians named this place Yoho. It's their expression of awe, meaning something like "how wonderful".

One of the steepest links in the CPR line during the first 22 years was the "Big Hill," an eight-mile stretch between Field and Hector, B.C. Constructed in 1886, this was to be a temporary line until another alternative route could be found. The "Big Hill" was extremely dangerous at a 4.5% grade and caused enormous costs in maintenance, wages and operational expenses.

Between October 1907 and July 1909, 750,000 cubic yards of rock were removed from Cathedral Mountain and **Mount Ogden** to create the famous Spiral Tunnels. Employing the same technology used to build the Baischina Gorge tunnels in Switzerland, it took 1,000 men, 20 months at a cost of \$1,000,000 to complete. Nicknamed "The Pretzel," the Upper Spiral tunnel travels through **Cathedral Mountain**, is 3,255 feet long and turns approximately 250 degrees, emerging 56 feet lower than its entrance.

The Lower Spiral Tunnel is bored through Mount Ogden, is 2,922 feet long, and turns approximately 230 degrees and merges 50 feet lower than its entrance. Some freight trains have become so long that they can be seen emerging and entering the tunnel simultaneously.

We soon arrive at Field, named after Cyrus West Field, the American industrialist who visited here. Field is the boundary between CPR's Prairie and British Columbia Districts. It's also the point where we change time zones from Mountain to Pacific. We also change train engineers here.

Mountain Subdivision: Field to Revelstoke

From Field, the railway follows the Kicking Horse River in its westward descent of the Rocky Mountains, first through broad valleys between the mountains, and finally within a deep and narrow canyon before emerging at **Golden BC**, where Kicking Horse River enters the Columbia.

Golden – Mile 35

We travel through the Palliser Tunnel in the Kicking Horse Canyon, crossing the river at least seven times. I'm running back and forth on the observation platform looking at the front and the back of the train entering tunnels and bridges or emerging from them. It's exhausting having this much fun! Finally, we arrive in Golden. Here we leave the Rocky Mountains and follow the Columbia River Valley. Golden is where the early travelers were provided with access to the Pacific Ocean. We pass Beavermouth and Rogers and cross more bridges across the Columbia River. The most impressive is the Stoney Creek Bridge.

Stoney Creek Bridge – Mile 76.2

On the eastern slope of Mount Tupper in the **Selkirk Mountains** lies the famous Stoney Creek Bridge. Because of its architectural design it was considered one of the world's most important bridges of its time. The wooden structure originally spanned 484 feet across the 325-foot deep canyon, but in 1893 was replaced because it had become a fire hazard. In 1929, construction of a new steel arch-shaped bridge began in order to support the weight of the locomotives, which had doubled over the years. A complicated and delicate process was to follow as normally new bridges were built next to the existing one but because of the rugged terrain around the bridge, no other foundation could be used. The new bridge was built directly over the old one.

At milepost 79, the **Mount McDonald Tunnel** is the longest railway tunnel in the western hemisphere at 9 miles long and used by 24 freight trains daily. It's ventilated by a set of airshafts, doors and fans. Passenger trains travel 109 meters above this tunnel to allow viewing of the Stoney Creek Bridge and other scenic vistas.

Rogers Pass & Connaught Tunnel – Mile 80.0

In 1885, when the first railway line was laid through the pass named after Major A.B. Rogers, a surveyor for the CPR, it looped back and forth along the sides of the Selkirk Mountains, crossed creeks and ravines on enormous trestles. The narrow steep-sided valleys and heavy snowfalls created avalanches of huge proportions causing over 200 deaths between 1885 and 1911. The snow was such an impediment to safe rail travel that the CPR was forced to build the five mile long underground Connaught Tunnel through which the Rocky Mountaineer now travels. We exit at **Glacier**, which is in Glacier National Park B.C. Glacier House is a former hotel and meal stop when trains did not carry dining cars. The train then passes under a series of 5 snow sheds and the 2 Laurie Tunnels for a total of 1,150 meters of covered tracks. There are so many scenic lookouts here; I can't take my eyes of the scenery for a minute. What a great trip this is! After Greely we reach **Revelstoke**, which is the end of the Mountain Subdivision. Here we change engineers once again.

Shuswap Subdivision: Revelstoke to Kamloops

From Revelstoke, the railway crosses the Columbia River and climbs into the **Monashee Mountains**, crossing Eagle Pass at Clanwilliam. You cannot help but notice the contrast between the densely forested Columbia Mountain region and the dry, sparsely treed and sagebrush covered South Thompson River valley. Fishing, boating and other water sports are very popular on the sparkling lakes and rivers in this area. This is also a historic section of our trip.

Craigellachie – Mile 27.8,

The next highlight of today's rail journey is historic Craigellachie, where the **"last spike"** was driven completing the Canadian Pacific Railway in 1885. Led by William Van Horne, GM of CPR, it is here where onlookers witnessed the completion of Canada's first transcontinental railway, six years ahead of schedule. November 7, 1885, 54 months after construction first began, Donald A. Smith, a major shareholder in CPR, drove in the last spike of the Canadian Pacific Railway. Van Horne named Craigellachie after a legendary landmark - a large rock - near Banffshire, Scotland. A cairn now marks the spot of this historic event, which linked Canada by rail from coast to coast.

Sicamous & Schuswap Lake – Mile 45

After following the Eagle River to Sicamous, the line skirts the shores of Schuswap Lake to Tappen. This is the “houseboat” capital of Canada, home to 300 houseboats, which are used during the summer months by vacationers who want to explore the inland waterways. Here we cross over the Schuswap River on a trestle bridge, which allowed us to see the lake to the north and the lush valley leading to Mara Lake in the south. Many children and adults too waved at us as we passed by their back yards in the little towns and villages along the shoreline.

We then travel via **Horseshoe Curve**, climbed over Notch Hill and returned to the lake at Squilax, meaning “black bear”. From here the line runs through level land along the South Thompson River to Kamloops.

As the train approaches Kamloops, it follows the shoreline of Shuswap Lake. Here we saw Osprey nest on every other power pole all along the tracks. The Ospreys just sat there, seemingly undisturbed by the train and our cameras clicking away just a few feet from them.

Great Train Robbery – Mile 114.5

Situated on the South Thompson River bank, it is here that **Billy Miner** and his gang had their last and least successful train robbery. Born in Bowling Green, Kentucky, Billy Miner's life of crime began at the early age of 17 when he held up a stagecoach in 1864. As trains slowly replaced the stagecoach, he moved to Princeton, B.C. There, at age 56, he met William "Shorty" Dunn and committed the first train hold-up in Canada at Silverdale, B.C. They stole \$6,000 in gold dust, \$1,000 in currency and \$50,000 in U.S. bonds. Situated on the South Thompson River bank, between Boulder and Chase along the CP line, it is here where Miner, Dunn and their new companion, Louis Colquhoun had their last and least successful train robbery, netting \$15 and a handful of liver pills. They were caught shortly afterwards by the Royal Canadian Mounted Police.

Overnight in Kamloops.

Upon arrival for your overnight stay in Kamloops, you will discover that your check-in to your accommodation has been pre-arranged. Your room awaits and so does your luggage.



339 St. Paul Street
Kamloops, BC V2C 2J5
PHONE: (250) 372-5201
FAX: (250) 372-9363
RES: (800) 663-1144

Kamloop's only Four Star Hotel! The Coast Canadian Inn has everything you could want in a full service hotel including a great location, fine dining, well-equipped fitness center and professional service. The spacious guest rooms are tastefully appointed and have quality amenities such as extra large bath towels, in room coffee and tea and 24 hour room service. Centrally located in downtown Kamloops, the hub of the Thompson Valley recreational area. World Class Golf courses, great skiing, snowboarding and trout fishing are some of the activities in the Kamloop's area. When arriving in Kamloops by vehicle, both the Trans Canada and the Yellowhead Highway intersect at Kamloops. If you are arriving by plane, the airport is 5 miles from the city and the Coast Canadian Inn.

In the heart of the Thompson Okanagan region of BC lays the city of Kamloops, nestled at a point in the valley where the North and South Thompson Rivers meet. Kamloops also lies at the junction of three major highways and two railroads. A hospitable city, there is even a "cowboy patrol" in the park to meet and greet

all visitors. Sun, snow, lakes, desert, forests, cities, parks, mountains, rivers.... the Kamloops region has it all and more. Endless opportunities for fun and adventure await the visitors.

Kamloops, the third largest city in the Interior of BC with a population of 82,000, offers visitors all the amenities of a big city - first class accommodation and dining, a lively arts scene, modern shops, a full range of businesses and wonderful parks and recreation facilities.

The word "Kamloops" comes from the Shuswap Indian language - Tk'emlups – “where the waters meet”. For hundreds of years Kamloops has been a place of choice to visit. First Nations people and fur traders took advantage of its location at the junction of two rivers to gather, conduct business and participate in sports and recreation.

The Kamloops Region, often called the Thompson-Nicola, lies in the heart of British Columbia's Southern Interior. Rivers, mountains, lakes characterize the landscape and grass lands which offer unsurpassed opportunities for year-round outdoor adventure. An exciting wild west history that includes the fur trade, gold rush and cattle ranching combined with communities dedicated to development of cultural and heritage attractions make the Kamloops Region BC's Adventure Destination.

Because of waiting for freight trains to pass, we arrived an hour late into Kamloops. Busses were waiting to whisk us directly to dinner at:

Two River Junction Dinner and Musical Revue A Great Way to Spend an Evening!

Fun, food and music awaits you at the highly entertaining Two River Junction Dinner and Musical Revue. During your overnight stay in Kamloops, British Columbia, experience Western Canadian hospitality while you enjoy our delicious dinner buffet.

The minute the show starts, you will sing along to old favorites and laugh at "Tales from the Rails" woven around the notorious train robber, Billy Miner. Over 100,000 guests from around the world have enjoyed this special evening at Two River Junction, which is available to anyone. Guests traveling with Rocky Mountaineer Railtours may select Two River Junction as an option to their tour.

Evenings at Two River Junction sell out quickly. To avoid disappointment, reserve your all-inclusive ticket now. If you are traveling with Rocky Mountaineer Railtours, reserve your ticket when you are making your rail tour booking.

Features: Includes dinner buffet, musical show, gratuity, non-alcoholic beverages and motor coach transfers to and from Two River Junction.

We were tired when we checked into our room and slept very soundly all night.

Day 5 Kamloops to Vancouver

We sure have an early pickup at 6:15am! Ouch, I'm not an early riser, but the delight in continuing with the journey makes it possible to get up this early. We will continue our journey westwards from Kamloops and travel along the Thompson River, bordered by some of the most spectacular Canadian scenery to the Fraser Canyon. At Hell's Gate watch water torrent past the canyon walls at its narrowest point, a true highlight of the canyon. Upon leaving this region, the train will journey through the fertile Fraser Valley to the coastal city of Vancouver.

KAMLOOPS - VANCOUVER

Lytton – Mile 97.7, Ashcroft Subdivision
Cisco Bridge – Mile 103.7, Ashcroft Subdivision
Hell's Gate – Mile 7.0, Yale Subdivision
Lush Fraser Valley and the Fraser River

Thompson Subdivision: Kamloops to North Bend

The line between Kamloops and North Bend follows the Thompson and Fraser Rivers. Simon Frazier named the Thompson River for explorer and geographer David Thompson, who charted the Columbia River. Ironically, he never set eyes on the river that bears his name. For much of its length the Thompson River occupies a canyon through the Interior Plateau of British Columbia. Near the confluence with the Frazier it enters the Coast Mountains.

In order to follow Kamloops Lake, the train passes through a series of tunnels. We pass through towns with names like **Tranquille** and **Savona**. It sounds and smells relaxing, doesn't it? The Thompson River widens into the beautiful Kamloops Lake here. In this area is some of the finest ranch land in Canada. There used to be a cable ferry across the western end of Kamloops Lake at Savona.

At **Walhachin** the Marquis of Anglesey tried to create a "**Garden of Eden**" by turning the arid soil into orchards by means of flumes from the nearby lakes. All I could see remaining now were a few stubby trees. We see several Osprey nests along here. There are more **Hoodoos** in this area also.

At Red Bluff or **Lover's Leap** is the spot where the Native Indian 'Romeo and Juliet' story took place. Not being able to marry each other, they jumped to their deaths together at this spot to avoid having to marry their chosen mates they did not love.

Black Canyon – Mile 50-85

The walls of the canyon turn stark black at Black Canyon and wild white water churns in the river here, a hint of what's ahead maybe? The banks of the Thompson River are getting steep and narrow, accelerating the water to high speeds as it passes through the **Jaws of Death Gorge**. The highlight is the turbulent waters at **Suicide Rapids**, a challenging spot for white water rafters. We observed several rafts in this area, but none attempting the Suicide Rapids.

Soon we pass a section where the canyon walls are distinguished by the variety of colors in the rocks, reflected by the minerals in the rocks I suppose; this area is aptly named Painted or **Rainbow Canyon**.

Lytton – Mile 97.7

Lytton, named after Sir Edward George Earle Bulwer-Lytton, the British Secretary of State for B.C. when it was a colony, is the meeting place for the Thompson and Fraser Rivers. The muddy water of the Fraser flows murky brown as its turbulent waters do not allow the glacier and mud sediments to settle as opposed to the clear lake filtered water of the Thompson. We could easily see the distinction in the colors between the rivers for up to two miles. This was very interesting and clearly visible in our pictures.

Cisco Bridge Crossings – Mile 103.7

The Cisco Bridge, used by both CN and CP to cross the Fraser River, was named after an Indian family farm located in the valley. "Cisco" means unpredictable and refers to the turbulent water flowing underneath. It is the largest single span bridge on the CN line with a 425-foot arch. Modeled after the cantilever structure built in England in the 1880's the Cisco Bridge is only the second one built outside of England (the other one is in New York). This is another point of connection with the Canadian National. The CN crosses the Frazier and the CPR on an 812 feet high bridge, 200 feet meters above the water.

Immediately to the west, the CPR crosses the river in the opposite direction on a 400 feet through truss bridge, 43 meters above the water. At the west end of Cisco Bridge the CPR line plunges into the first of three tunnels in the north canyon wall. I couldn't figure out which way we were going here. Seemed very confusing and exciting at the same time. As you may have noticed, I never sat still, hardly ever, except to eat of course. I had my camera by the window at every meal though.

Many a mule lost its life at Jackass Mountain carrying supplies along the Cariboo Wagon route in the gold rush days.

Cascade Subdivision: Boston Bar to Vancouver

The final stretch of the trip follows the Frazier River to Vancouver. Arguably Simon Fraser who was in search of a trade route to the Pacific Ocean first navigated one of B.C.'s most important waterways, the Fraser River in 1808. Steeped in history, the Fraser Canyon was part of the historic Gold Rush routes of the

late 1800's. Journeying almost 900 miles, the river is home to B.C.'s largest salmon run. Along its fertile banks can be found the rich farmlands of the Fraser Valley.

The line heads almost due south along the **Lillooet Range** as we leave North Bend. Here it passes through a land of contrast, as the first part is located in rugged canyon terrain while the remainder passes through a flat, fertile plain. The **Scuzzy Creek** (I mention it because I liked the name) empties into the Frazier under a bridge where salmon enters into a series of basins on their swim upstream to spawn.

Hell's Gate – Mile 7.0

In 1914 during the construction of Canadian National Railway Line, a massive rock slide created the narrowest point on the Fraser River; 110 feet across. The result of the slide was disastrous; the annual catch of 41 million Sockeye Salmon was reduced by 90%. During the low waters of winters 1944 to 1946, the Canadian and US governments constructed two major fish ways, known as fish ladders, to slow the river's velocity, allowing the salmon to ascend upstream. Baffles create a series of pools that allow the salmon to rest during the climb to calmer waters upstream. 200 million gallons of water pound and surge each minute through the 37-foot wide gorge. Construction of the railway through this gorge was extremely dangerous and claimed the lives of many, designating its name: "Hells Gate".

Many visitors take in the excitement of Hells Gate by riding the Swiss built AirTram, which descends 500 feet to the opposite side of the river. River rafters will be put the test here at the boiling whirlpool named **Devil's Wash Basin**.

Alexandra Suspension Bridge – Mile 14.5

This is the first suspension bridge built in British Columbia in 1861 on the site of an Indian village. In 1898, some gold miners unearthed a pre-historic burial ground here. They found 20 skeletons buried in a sitting position around the remains of a large fire.

In the middle of the river are some great rock formations; one is aptly named **Saddle Rock**. We are traveling through many more tunnels and a stone arch culvert after leaving old Fort Yale.

Lush Fraser Valley and the Fraser River

The Frazier Canyon ends at Hope on one side of the river and Haig on the other side; the line turns west toward Vancouver here. We are traveling through Hope, established in 1848 with the hope that its location would provide an easier route for the fur brigades of the Hudson's Bay Company. We travel through Chilliwack and Mission City. Here we see **Mt. Baker** in Washington State, so beautiful and gleaming white in the perfect sunshine. We know that this fabulous train trip is almost over. These are the "burbs" of Vancouver after all. At **Mission City**, we cross over the river for the last time and connect with the CPR line. WE are soon at the station. A night in Vancouver is included and also the transportation to our hotel. The busses are waiting and the luggage is loaded "automatically". The Rocky Mountaineer RailTours are so well organized and efficient, ... it's amazing!

Overnight in Vancouver at Residence Inn by Marriott Vancouver



1234 Hornby Street, Vancouver, V6Z 1W2, BC, Canada
Phone: 1-604-688-1234, Fax: 1-604-689-1762, Toll Free: 800-663-1234

Located in the heart of downtown Vancouver, Residence Inn boasts a short walk to the financial district, shopping, theatres and beaches. At Residence Inn we have perfected the extended-stay experience by incorporating a residential, home-like feel with several additional features to help travelers be more

productive, flexible and comfortable. Each suite is equipped with a kitchen including a dishwasher, microwave and coffee maker; living room area and many suites offer beautiful views overlooking the mountains and ocean. Start your day with complimentary breakfast in our Hearthroom, which opens on to an outdoor terrace. Guests are also welcome to join us for our social evenings featuring complimentary hors d'oeuvres -- a Residence Inn tradition. Take advantage of our pool, whirlpool and exercise facility. Whether traveling for business or pleasure, our friendly staff takes pride in anticipating and satisfying your needs 24 hours a day. Residence Inn -- room to relax, room to work, room to breathe.

The check-in was smoother than silk, and soon we are walking around town. Tom isn't familiar with Vancouver like I am from all my previous visits here for several cruise ship visits and conferences. So I lead the way straight to **Canada Place** and to my excitement there is the Radisson Seven Seas Navigator ready to leave for Alaska. How lucky we are! I just love watching the cruise ships come and go and dream about my next opportunity to cruise again. We were lucky enough to sail on this ship from Athens to Rome last fall and love her dearly. We know those people will have a great time in Alaska.

After she sails off behind Stanley Park and under **Lion's Gate Bridge**, we walked the "new" waterfront all the way down past the Westin Hotel. I love the way Vancouver has built up this area and put in walkways. The city is booming with new construction of very expensive waterfront condos along the entire shore it seems.

Vancouver is a majestic city framed by nature with the Pacific Ocean coastline and the coastal mountain range. It is blessed with a moderate climate that supports large trees, lush green vegetation, and colorful shrubbery. It shares a rare combination of nature's beauty with interesting man-made attractions and lovely architecture. It is a playground for the "West-coast lifestyle" encompassing healthy outdoor activities and many kinds of recreational interests. Visitors often spend a week or more without running out of interesting things to do. Many fall in love with Vancouver and call it their favorite city, returning as often as possible. It is truly a "fabulous" city with attractions and activities that lend to its charm.

The weather is perfect and we decide to walk over to **Yaletown** to find a place to eat dinner. This is the newest upbeat shopping and restaurant area near downtown with decor & unusual stuff in former grain warehouses. The new construction here rivals that of the shoreline. This city is booming!

We decided on the Yaletown Brewing offering a warehouse décor. This pub style restaurant with its eclectic menu was a winner. We found a table outside in the warm summer evening, just perfect.

You can taste one or two or three of their superior home brews. The pasta was very good and perfectly al dente and spicy just right for my taste. From here it just a short walk back to the hotel.

Day 6 Vancouver Departure

Your tour ends with check out from your Vancouver hotel.

We decided to take a taxi to the airport. It seems so silly to fly to Seattle, but such are the airfares these days that it was cheaper to fly home, than to buy a one way ticket from Seattle to Calgary. I usually drive. The Airporter bus serves major downtown Vancouver hotels, Cruise Ship Terminal and Bus Depot. It stopped right at the hotel every 30 minutes or so. The bus departs every 15 minutes (06:30 to 00:10 hours) from Domestic and International Arrivals Level. Tickets may be purchased at the Tourism InfoCentre, Airporter ticket office, pick up locations or on motor coach. Price is CAD12.00. Public transportation bus route #100 connects to Vancouver & points east with the airport. Bus stops are located on the Ground Level of the Domestic Terminal. Bus schedules are available at the Customer Service Counters and at the Tourism InfoCentres on the Arrivals Level of both terminals. Fares vary from \$1.50 to \$3.00 depending on the destination and time of day. Frequency and times vary depending on time of day, day of week or season. Further information on service, schedules and fares may be obtained from BC Transit and/or the Tourism InfoCentres and Customer Service Counters in both terminals. Taxi fares are calculated by on-board taxi meters using government controlled and standardized rates. Costs are based on customers' destination from the Airport Terminal. Approximate cost to the downtown core is \$21 - \$24. Up to 5 passengers may travel in the same taxi. Credit cards are accepted.

It's a major hassle getting through this airport and many long lines to conquer before boarding the plane. We had to stand in line for check-in, to clear US immigration, US customs, to buy an airport departure tax coupon and finally airport security. Driving would have been much faster. But it was a magnificent flight and the views of the mountains and islands were well worth all the hassle and time it took.