

## 1: Joe Smuin (Author of Canadian Pacific's Kettle Valley Railway)

*The Kettle Valley Steam Railway showcases a unique part of the Okanagan's and British Columbia's history. Built during , the KVR "Kootenay to Coast.*

Its name was officially changed to Brookmere in Kettle Valley Railway tracks had reached this location from the west in It became a Division Point for the Kettle Valley Railway some time after the establishment of regular freight and passenger service. Engine terminal facilities were built and housing for the operating and maintenance staff as well. Private houses followed most of which changed hands many times over the years as railway employees came and went. Brookmere Station in looking East. Okanagan Archive Trust Society KVR Brookmere came into being because of the railway, eventually acquiring in addition to the railway facilities, a hotel, a community centre, a school and a store with a gas pump. In steam days it was a busy place. Through trains on the Division were abolished in and the railway business further declined. Local section crews were also reduced. With the closure of the railway agency in , only a few Kettle Valley veterans continued to reside there as retirees. But, with the Coquihalla highway providing easy access to civilization, summer and winter recreation in the area became increasingly popular and the village acquired a number of seasonal residents and other retirees as well. Our post today presents several track plans with photos to show Brookmere through the earlier railway years. The drawings were acquired from the CPR Engineering department in Vancouver very shortly before it shipped out its copious filing drawers full of plans old and new to a basement somewhere east of the Rockies. This is quite appropriate in that the water tower would have been one of the first permanent structures erected in the town. Just about every traveler passing by takes a photograph of it. So, it could be officially classified as an antique, being years old. Or is this a case of the proverbial hammer whose head has been replaced a couple of times and the handle several more. Our first plan is a copy of an original by the V. Unfortunately , the title block is missing but I would suggest that the drawing dates from or shortly thereafter as the station is named "Brookmere" with Otter Summit in brackets. It shows the KVR track in a bold line from the left and the V. Jct" label where the two lines connect on both the plan view and the profile. Brooks who gave his name to the station. He was the original homesteading pioneer in this area. The water tower is denoted by the dot near the junction switch and the first "depot" which was a KVR structure. Naturally, it faces the KVR track. According to Smuin, it burned in , being replaced by a new station building that lasted until when it also burned. The KVR track ends right at the property lot line. As yet there is no yard trackage, nor engine house but the turntable is in so that engines could be turned for the return trip to Merritt and points west. The Great Northern style of signifying headblocks the long switch ties on which switch stands were mounted is with a round dot in contrast to the CPR style which used a diamond symbol. On the grade profile on the lower left of the page will be seen the crest of the grades from east This short stretch of track in front of and to the west of the depot is the only level track for many miles in both directions. The westward flow was later called both Pass Creek and Brooks Creek. The curve approaching the station from the west has a curvature of 2 degrees. The next drawing was done by the CPR and dates from with emendations to We must present it in three parts to provide enough detail. I was told by a veteran that the single ended yard track 3 was elevated but cannot really understand why unless it was built level as the rest of the trackage sloped eastward. Because of the yard sloping at both ends, derails were required to keep rolling stock from rolling away. Two are noted on the plan. This brings up a story to illustrate how important derails can be. A gentleman who worked as a hostler in Brookmere, told me that one very dark night in , a freight crew was performing terminal switching in the yard. Unfortunately, they left three freight cars standing in the path of the hostler who was moving an engine in the darkness to the water tower I can attest to how dark Brookmere can be in the wee hours. On the night in question he ran into those three parked freight cars sending two of them careening down the four mile grade to Brodie where they jumped the tracks on the sharp curve near the section house. The section foreman had been alerted to throw the junction switch to keep them from going further on the main line. The young hostler quit his employ soon after the investigation. Here is the west end of the yard in This trackage was changed soon after to extend the yard tracks and the yard lead. The plan will be presented in the

next post. The curvature on the mainline west of the station is now 1 degree, 30 minutes. That is greater than a 45 foot radius in HO scale. Here is an enlargement of the heart of the plan for clarity. From this one should be able to discern the dimensions of buildings and spacing of tracks among other things. Note the three stall Enginehouse and the location of the Coal Chute and Sand House on the main track. To the west of the Coal Chute is the Boiler Room which powered the bucket hoist for the coal. The yard tracks in the picture appear to be of a different alignment than the drawing of five or ten years later. The sawmill in the foreground burned in according to Smuin. There are some concrete foundations in this area today which could well be those of the mill. From the archives of the Okanagan Archive Trust Society, here is a shot of the Brookmere enginehouse. The photographer is standing next to the Station building to his left. The old freight cars have been made into crews quarters. Taken about , this is file No. The coal chute and sand house are in the background and located to serve engines on the main line as the drawings show. They were later removed and a new coal chute built near the yard lead as will be seen in our next post on Brookmere in later steam years.

## 2: KVR Trail | Kettle Valley Railway | Recreational Trail | British Columbia

*Kettle Valley Railway Mileboards: A Historical Field Guide to the Kvr [Joe Smuin] on [www.enganchecubano.com](http://www.enganchecubano.com)  
\*FREE\* shipping on qualifying offers. excellent book on the Kettle Valley Railway, a historical field guide to the KVR, spiral binding.*

This bridge was rebuilt several times over the years and we are modeling it with reasonable accuracy for the era. We provide here some drawings with a few details and comments on how we built this miniature, focusing today on the bridge deck. In preparing this post it must be said that it is not an easy thing to describe the construction of the model or the prototype and this is partly why we have taken so long to get to it. As it is, this article will have to be broken up into several posts as it has already passed words. And we assisted in making a motion picture of our operations which we will present eventually. Much of the information presented here can be applied to other trestles of course, but this one has several features that are not usually found in the model railroad press: For this reason we will give some detail on its construction from actual CPR engineering documents and our model-building techniques. To start with here is a photograph of our interpretation in HO scale of the Bridge at Mileage In considering a location for this bridge on the layout, we decided to make a small compromise in the overall length and number of bents. There were 14 bents in the photos and plans that we have presented earlier. For the model, we felt that reducing that number to 12 would not seriously affect our reproduction in miniature. All other dimensions and details are accurate. They varied in size, some being a mere 30 feet long to the large one at Tulameen which is feet long. The subject of our study is some feet in length but on the Kettle Valley Model Railway it has been shortened to feet by eliminating bent Nos. We did retain the obvious features of the road and creek that pass under the bridge which we found to be very desirable in that they suggest there is some civilization in the area. For the most part, the Kettle Valley Railway traversed a landscape that was fairly remote and unsettled. Unfortunately, our model plan of the Thalia bridge deck was rendered illegible during its construction but we can offer some prototype drawings and descriptions of the process. Here is part of the drawing which was presented in a previous post on June 10, The construction of the bridge deck was typical for our era for both frame and pile trestles. This drawing shows a straight bridge deck but most of the detail applies to the curved trestles as well. Next is a detail from an actual CPR drawing issued on September 3, which shows how the stringers are laid out for a curved trestle. For the sake of clarity, the stringers have been coloured. On the full plan which follows, a table is provided which gives the lengths of the other stringers according to the curvature of the track. Stringer "C" is shorter again. However, in building our model we did not use these measurements. We simply placed the model timber directly on the plan and marked the cut line with an X-acto blade and then sawed it to length. The slight bevel on the ends of the stringers was made with a file. On the drawing below, note how the joints are staggered and spacers placed as illustrated. These spacers were made of wood for the model version. Also note that stringers are butted to each other on the centre of the 12" bent cap so that they each have 6" of bearing. Here is the full page of the CPR trestle plan issued on September 3. This, we are pleased to say, was accomplished in the model. It is evident in the photo to the right that the caboose is listing somewhat and the cars ahead of it are progressively straightening to the upright position as the rails are easing out of the superelevation and of the curve. Standard railroad practice for superelevation is accomplished by lifting the outer rail while maintaining the inner rail "at the established grade line". This practice can be followed in our miniatures as well but this really is a small detail that some modelers might determine to be not worth the added complication, especially if the viewing angles render it not so noticeable. In a future post we will treat of superelevation in more detail. For now we will point out the basic principle that as the curvature of track increases, the amount of superelevation increases and this applies to all track whether on a grade or on a bridge. One other factor in determining the amount of elevation is sometimes called the "design speed". This is simply the average speed of the different trains which use that track whether passenger or freight. The Kettle Valley was not renowned for its land-speed records. This would be quite noticeable. However it is likely that a curve of 12 degrees would have a permanent slow order of about 15 mph, so the

superelevation would be reduced somewhat. One further point to add is that a transition from level rails where the track is tangent, to the full superelevation is accomplished gradually through the curve easement aka spiral easement; transition curve; or tangent lead-in. To the right is a blow-up of the "NOTES" in the upper right hand corner of the general plan given above. In the figure is the letter "a" which is the amount of tilt or superelevation. The word "sprung" suggests to us that it was preferable to bend the timbers or use their natural bow on broad curves rather than use a bunch of spacers. This would not apply to stringers in sharp curves as in our case study. We will continue soon with another post on the construction methods we used in building our model of Bridge Mileage Good to be back;

### 3: Welcome to Touring the Kettle Valley Railway

*Buy the Spiral Bound Book Kettle Valley Railway Mileboards by Joe Smuin at [www.enganchecubano.com](http://www.enganchecubano.com), Canada's largest bookstore. + Get Free Shipping on Travel books over \$25! This is a comprehensive history and field guide to the KVR provides mile by mile descriptions of buildings, bridges, water tanks, tracks, sidings and more that comprised the KVR from.*

On this site I will show some of the sights to be seen along this old abandoned railway, as well as share some of the history of the old rail line where I can. Or alternatively, you can choose one of the six subdivisions and go from there. Or way down on the left hand side, I also have every point of interest listed and you can click on those links. The Kettle Valley Railway was built to keep the riches of the British Columbia southern interior from going south to American smelters. The Canadian Pacific Railway was too far north and east of the southern interior for ore to be removed or supplies brought in. In fact it was closer and cheaper to have goods go through the Northern Pacific Railway that went through Spokane, Washington. There were a lot of mountain ranges in between the CPR mainline and the mines of the southern interior. There were many attempts to build a railroad to serve Southern British Columbia. Many of them were paper railroads that never laid a piece of track. Others would lay small sections of track or go bankrupt. Even the Kettle Valley Railway itself is comprised of several smaller railroads that were joined together either via purchase, agreements to share right of way or outright purchase of another line. The Kettle Valley Railway officially opened on May 31, with the commencement of passenger and freight service. It was nick named the Coast to Kootenay Railway. In , the first of the KVR subdivisions was officially abandoned, the Coquihalla section. It was one of the most difficult sections of railway to maintain in North America, with annual snowfalls in excess of 50 feet, rock slides and forest fires. In , the last freight train ran through the KVR line, followed by the last passenger train in In service between Midway and Penticton was discontinued, it was labeled as abandoned in and the rails pulled up in The entire Kettle Valley Railway was finally abandoned in the late eighties and the CPR began removing track as well as bridges. Some tunnels, such as in the Coquihalla section were caved in by army engineers. The Coquihalla section actually saw the worst of the destruction, first the Trans Mountain pipeline came through the pass, then followed the Coquihalla Highway in the early eighties. Most of the old rail bed was then obliterated. The Kettle Valley Railway worked its way through some spectacular scenery in British Columbia, most notable would be the Quintette Tunnels near Hope, the fantastic views from the small tunnel near Penticton and the Myra Canyon near Kelowna. The railway also climbed from 48 meters above sea level in Hope to its highest point at meters at Ruth, which is actually higher than the Coquihalla subdivision! Oddly enough, I had crossed paths with the KVR many times before, but did not know it. I remember fishing off the trestle in Okanagan Falls. Looking at the work shed and driving under the train bridge at Kingsvale. I had passed the Hope and Princeton stations many times. I had walked the old KVR right of way in Hope. I had even followed the Summerland to Princeton section without even knowing it, crossing the right of way many times. I remember camping at Chain Lake, where a hunt for firewood brought us to the KVR right of way, it was this section that I spent the most time on. Since I started touring the Kettle Valley Railway, many of the buildings have disappeared as well as many of the bridges. The trestle at Thalia was burned down by and many of the steel bridges were removed by the CPR to be used elsewhere. I remember seeing all of these things and at the time, the thought never occurred to me to take a picture, back then, they were just railway bridges that we drove under, buildings we drove by and tracks we crossed over. Luckily parts of this railway have been preserved forever by the provincial and federal government. Othello Tunnels is a Provincial Park. Myra Canyon was designated a place of national historic significance in January of There is also a ten mile section of track that still has an authentic steam train running on it, operated by a non-profit society dedicated to preserving the Kettle Valley Railway. I am always amazed at some of the great places this railway ran through and the fantastic things to see. I am going to show you some of those places in this website. You can navigate this website in one of two ways, you can use the menu to choose a subdivision and then a station, or you can click here or in the menu for the Map and then graphically choose a station to look

at. Also, on the bottom of each page is a picture of an engine, clicking on one of the engines will take you to the next station on the railway. Also, if you have any pictures or information on any areas of the Kettle Valley Railway that you would like to share, I would gladly love to discuss them with you, shoot me an email. In the meantime, enjoy the scenery, Darren Critchley By the way, in June of , I wrote and published my first book, it is a tour guide of the Canadian Rockies. Sorry, I thought about doing one on the Kettle Valley Railway, but there are a few more things I need to do, before I can write one on this topic. However, if you are planning a trip to the Rockies, or like to see stunning pictures of the Canadian Rockies, then this book is for you. You can view parts of it for free to get a feel for it. Click on the book cover below to learn more.

### 4: Fares & Schedule | Kettle Valley Steam Railway

*Kettle Valley Railway mileboards: a historical field guide to the KVR by Joe Smuin (Book) Canadian Pacific's Kettle Valley Railway by Joe Smuin (Book).*

Social media and all things associated with it is quickly forcing print media to struggle to survive, especially niche magazines like this one. But, magazines can survive if you are prepared to support them. That will inadvertently mean a slightly higher cost for something that you can hold in your hands and turn the pages over, one-by-one. The alternative is turning pages using a mouse or your finger. A printed magazine is a tangible item and something you can pick up over and over again to read through; the alternative is viewed on a liquid crystal display screen which once read, is clicked off and stored somewhere on your hard drive. To view it again requires you to go through the steps necessary to retrieve it and find the pages you want to look at. Our hobby in general is going through some very tough changes right now. We are determined to keep the printed version of a Canadian model train magazine as an alternative to not having a print media publication about our great hobby. To do that we require the support from subscribers, hobby shops and advertisers alike. It is in your hands to determine our future - and yours too! To honour what we achieved and what we are so proud of, we are leaving this page of Railfan Canada covers up so everyone can reflect on what was accomplished through the support of those who believed in what we were doing in the 12 issues 3 years that we had with the magazine. Editor, Suzanne Lemon, put her heart into each and every issue and thoroughly enjoyed working with her contributors. And I always felt a feeling of euphoria when the issue was printed and I was on my way to mailing it at the main Winnipeg postal depot. It was time to begin the next one! Back issues of Railfan Canada magazine are available except for Volume 1 Number 2 which sold out quickly. Back issues are available except for Volume 1 Number 2 which sold out very quickly. The latest issue of Railfan Canada, Volume 3 Number 4, is on magazine stands now! Click here to find out how Advertising is restricted to contents of interest to modellers of Canadian roads or that are generic in nature. The spiral-bound, page book is a mile-by-mile description of each subdivision on the KVR: Fully illustrated with nearly diagrams and maps and nearly photos, some of which have never been seen before. Also listed is a complete list of surviving steam locomotives in Canada and a Canadian Railway Station Preservation list. Available to, and for sale at hobby shops and historical societies or order directly from the publisher.

## 5: Kettle Valley Railway Coquihalla Sub in N-Scale

*Kettle Valley Railway Mileboards: A Historical Field Guide to the Kvr See more like this Kettle Valley Steam Railway Co. Cap Hat Beige Adjustable Summerland B.C. Canada Pre-Owned.*

This section does not cite any sources. Please help improve this section by adding citations to reliable sources. Unsourced material may be challenged and removed. September Learn how and when to remove this template message

The Kettle Valley Railway was built out of necessity to service the growing mining demands in the Southern Interior region of British Columbia. This selected routing was significantly to the north of the mining towns within the Southern Interior. However, geography was the main reason the CPR followed the transcontinental railroad route that it had selected. Too many mountain ranges stood between Alberta and Vancouver in the southern portions of British Columbia, and CPR had selected what they felt was the path of least resistance. Once silver was discovered within the region in the spring of 1862, thousands of Americans flooded into the B. These miners quickly found that it was much quicker and cheaper to get their supplies from the recently completed Northern Pacific Railroad that transited through Spokane. Provincial and Federal officials quickly agreed that a second railroad dubbed the "Coast-to-Kootenay" railroad within British Columbia was required in order to help preserve Canadian sovereignty of British Columbia, and to also retain the valuable mining revenues within Canada. The route selected involved connecting the railroad with Vancouver. However, this was not an easy task, as two mountain ranges stood in the way. Construction of the railroad was not undertaken all at once, or even by one single company. In the process of realizing a completed "Coast-to-Kootenay" railroad, a number of "paper railroads" emerged. These were railroads that never progressed beyond the proposed stage. However some railroads did progress past the proposal stage. However, due to funding issues, construction on this railroad was stopped. However portions of the completed railroad grade were included in the Kettle Valley Railroad when the section between Penticton and Midway was completed. In 1882, the Osoyoos Subdivision was extended another 10 miles to connect Oliver with Osoyoos. In later years of operations after 1882, the Kootenay Division administered the Carmi Subdivision all the way west to the east end of the yard at Penticton, BC. By 1885, prodded by the provincial government, the GNR had reached formal construction and then as regular operations loomed, joint track operations agreements with the KVR. On that date, the first two-passenger trains commenced service. The Kettle Valley Railway was its own entity, but in practical reality, under the thumb of senior CPR management after about 1885 Rail service on the KVR consisted of both passenger and freight trains. Freight carried on the KVR consisted primarily of ore from the Kootenay region of British Columbia, as well as forestry products and fruit from the Okanagan. Finished goods were primarily brought into the Southern Interior on trains heading Eastbound. CPR recognized the benefit of having a second railway transiting through British Columbia, so beginning in the late 1880s and up until 1895, they set off on an upgrade program that saw the weight-bearing strength of the rails increased, as well as bridge and trestle improvements which brought the railway closer to mainline standards. The first portion to be abandoned was the Copper Mountain Branch in 1895. The loss of traffic due to the Copper Mountain Mine closure spelled the end for this line. The second part of the KVR to be abandoned was the Coquihalla subdivision. In 1895 there was a large washout and the line was closed for some time. The CPR officials in Montreal decided to close the line permanently. Many say that their decision was short sighted. Others, better-informed, knew that the 1890s upgrades were part of a larger corporate strategy. Space does not permit detailing that strategy here, but simply stated and ironically, it aimed at getting rid of unprofitable lines such as the Coquihalla Subdivision. Through freight was discontinued throughout the line in 1895, and the last passenger train operated in January 1896. With the end of scheduled through-freight service in September, 1896, the former KVR line essentially became a wandering, low-trafficked branch line. All rail service stopped from Midway to Penticton including the famed Myra Canyon section in May 1896, with the trackage officially being labelled as abandoned in 1896. Rails along this section were removed in 1896 as the result of a grant of abandonment from the Canadian Transport Commission. This was due to the loss of fruit traffic to trucks. The remainder of the former KVR was doing quite well. In the early 1890s, at various times when forest products were shipping at peak

rates, trains were operated between Penticton and Spences Bridge daily. I know, because I serviced the locomotives at Penticton in those days. This traffic gradually diminished as the s progressed. Train service declined correspondingly. In early , wood chip service was moved to trucking and from that point onwards, rail traffic quickly diminished to a couple of trains per week. Penticton station building and mechanical servicing facilities were closed at Penticton in the spring of From that time until the end of train service in March, , train crews working the Princeton Subdivision west of Penticton, were headquartered at Merritt. After , Kootenay Division crews handled whatever work was required west of Midway. In fact, even though the Carmi Subdivision had closed to through service between Penticton and Carmi, BC, train service was maintained as far west as Beaverdell until late After , no trains went past West Midway. They are open in summer for sightseeing. Andrew McCulloch , who oversaw the engineering projects which resulted in the complex series of bridges and tunnels through Coquihalla Canyon was an avid reader of Shakespeare. Shylock was never an official KVR station name. Triggs sings a song called "The Kettle Valley Line" while accompanying himself on the mandolin. Myra Canyon Trestles[ edit ] Myra Canyon Rail bridge near Kelowna on August 2, , one month before it was destroyed by a forest fire One of the most popular sections of the hiking trail along the former Kettle Valley Railway line is the section through Myra Canyon. The section of line originally transited between Midway and Penticton. When the railway was built, the section of railway between Myra station and June Springs station required 18 wooden trestles and two tunnels in order to traverse the deep canyon. For years after the abandonment of this section of rail line, the area was a noted attraction, with its relatively gentle grade, it became a hiker and cyclist haven. Years of disrepair on the trestles began to take its toll on the line. In some cases vandals had removed railway ties on the larger steel bridges, thus creating large gaps. In some cases hikers and cyclists wanting to cross the trestles would be required to walk on sections of steel no wider than a foot across in sections where the ties were removed. This would not normally be an issue, but many of these trestles and bridges were hundreds of feet in height. However, after a fatal accident involving a cyclist on one of the trestles, many people petitioned to have the bridges and trestles made safer. These upgrades included repairs after numerous years of disrepair, and the installation of handrails and planks so that people did not have to jump between each railway tie. This section of the railway was designated a National Historic Site of Canada in This fire rapidly grew in strength and size and made its way Southeast across Okanagan Mountain. Despite concerted efforts by the firefighters, the fire claimed 12 of the 18 trestles within Myra Canyon. In addition, the bridge decks of two of the metal bridges were also destroyed in the fire. C provincial government announced that it would rebuild the damaged and destroyed trestles and bridges. In addition, safety improvements including stabilizing rock faces along the line and clearing rock also has taken place. The trestles have since been rebuilt and the trail is fully open to the public. There are indications that plans for further improvement are in place, such as a restroom located at approximately the middle of the trail. Quintette Tunnels[ edit ] Quintette Tunnels, When constructing the railway through the roughest portion of the Coquihalla Canyon, chief engineer Andrew McCulloch determined that a routing proposed by his subordinates through this section was unnecessarily long or complex. McCulloch recalculated the requirements, and decided that a straight section of track through this area was required, and in order to achieve this, five closely aligned tunnels would be required. He also determined that two bridges would need to be built between three of the tunnels. These tunnels were eventually known as the Quintette tunnels. These tunnels are a popular tourist attraction, and are located along the existing Coquihalla Highway however they are not visible from the highway. These tunnels are also known as the Othello Tunnels because they are near the Othello Railway station, named for the Shakespeare character, as is the case with other stations on this stretch of the railway. This is the only active remaining section of the Kettle Valley Railway. The last freight haul on the KVR was in , after which CP Rail obtained permission to abandon and remove the final section of rails. A heritage society sprang up in a bid to save a portion of the rail line. In the original position of the Summerland station, a maintenance building was erected. Eventually a permanent station was built at the Prairie Valley station providing a great access point for the railway. It was originally operated by the Mayo Lumber Company on Vancouver Island, and was specifically designed to work on rough forestry trackage. Rolling stock for the railway was donated from BC Rail. This locomotive, originally

delivered as number , it now is number and runs on the KVSR. It was originally delivered to CPR, and operated primarily in the Kootenays. It was stored in Port Coquitlam in , and was restored in . The train now travels to the middle of the Trout Creek Bridge. Plans also were to extend the run to Faulder along the final portions of remaining original trackage. The Steam Railway owns track to Faulder. However, tours do not run to that location. Television[ edit ] Kettle Valley Railway was featured on the historical television series Gold Trails and Ghost Towns , season 2, episode 8. Because the CP route through the Rockies had been upgraded to modern steel bridges, the CBC miniseries The National Dream filmed its opening and a number of scenes where wooden trestles were wanted on the Myra Canyon section of the Kettle Valley Railway. The locomotive used was Canadian Pacific No.

### 6: Kettle Valley Railway - Wikipedia

*Kettle Valley Railway MILEBOARDS by Joe Smuin. Price Reduced to \$ plus shipping cost "A historical field guide to the KVR" is how author, Joe Smuin, describes his latest work.*

### 7: KETTLE VALLEY MODEL RAILWAY: December

*The Kettle Valley Railway (reporting mark KV) was a subsidiary of the Canadian Pacific Railway that operated across southern British Columbia, west of Midway running to Rock Creek, then north to Myra Canyon, down to Penticton over to Princeton, Coalmont, Brookmere, Coquihalla and finally Hope where it connected to the main CPR line.*

### 8: North Kildonan Publications

*We count fifteen of them listed in Joe Smuin's book, KETTLE VALLEY RAILWAY MILEBOARDS. They varied in size, some being a mere 30 feet long to the large one at Tulameen which is feet long. They varied in size, some being a mere 30 feet long to the large one at Tulameen which is feet long.*

### 9: Vancouver and Nicola Valley Railway Route

*The Kettle Valley Rail (KVR) Trail and the Columbia & Western Rail Trail is the longest rail trail network in British Columbia extending from Hope to Castlegar. Once a comprehensive railroad system, the decommissioned tracks are now home to an extensive recreational trail providing almost km ( mi) of connected pathways throughout the region.*

*Economics of ecological resources Haunted (Hardy Boys: Undercover Brothers: Super Mystery) Not Pretty, but Precious and Other Short Stories Master drupal 7 module development The reproduction of capital relations, the state and class struggle The center of the dial Ch. 17 On the Subject of Growth Hydraulic Design of Side Weirs Never trust a thin cook and other lessons from Italys culinary capital Mavis gallant paris stories Steck Vaughn Study Skills Reminiscences of the nehru age Drunk driving law Lyndon, A. A. Juxtapositions. Quantum Entropy and Its Use Apple and Apricot Tart Glass bead-making from the Middle Ages to the early 19th century Life-altering curses The Vietnam War (Chronicle of Americas Wars) How to pretend youve got freckles Managers guide to industrial robots The Quest for Robert Louis Stevenson Biology of hearing and deafness Iso iec 42010 Twentieth report of the proceedings of the Diocesan Church Society of New Brunwick, during the year 1855 The cisg: general issues Phenomenology of spirit reader History of Nepal as told by its own and contemporary chroniclers. Design of analog filters van valkenburg Masterwork Studies Series 100 Years of Solitude Missing Money (Pony Investigators Ser) Developing ideas in artwork The Hairless Mexican The invention of prose Witches Book Of Dreams Victorian Fashions CD-ROM and Book My heart in a suitcase The destructive element Documents of the National Security Council. Divine grace and man*