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Scenes on the Monashee Pacific

A Brief History of the Monashee Pacific Railway

[Author's Note: This document combines actual historical facts with plausible fiction to create a historical narrative that describes the background and development of the Monashee Pacific Railway, a railway that was never built in the real world, but could have been. Where history has been augmented, the text is printed in *italics*.]

The history of the Monashee Pacific Railway is a history of the opening of British Columbia to the world. As the prosperity of the 1950s comes to a close, British Columbia and the Monashee Pacific are poised to drive the growth of the West by providing the food, timber, and critical metals and minerals a modern economy demands. The Monashee Pacific provides an expedited north-south bridge route between western Canadian and American markets while providing access to the rich agricultural lands of the Okanagan and the mineral and forestry wealth of the Kootenays.

The first foray into the Okanagan-Kootenay region by rail was in 1886, when the Shuswap & Okanagan Railway chartered a line between the new Canadian Pacific Railway transcontinental at Sicamous to the budding community and rich agricultural potential around Okanagan Landing on the northern tip of Okanagan Lake. Completed in 1892, the line was immediately leased to the Canadian Pacific Railway to operate.

At around the same time valuable mineral deposits were discovered 200 miles to the south at Red Mountain. The town of Rossland grew quickly as stories of rich mineral strikes drew many Americans across the border into British Columbia with schemes to make their fortune. F. Augustus Heintze was among these entrepreneurs. Heintze built a smelter at Trail Creek on the Columbia River, a few miles from Rossland. Realizing that to maintain control and benefit from his smelter he needed reliable transportation to the outside world, Heintzewas successful in gaining a charter from the BC government for a railway to Penticton where it would connect with CPR boats on Okanagan Lake.

Named the Columbia and Western , Heintze's railway was constructed in 1897 from the smelter at Trail, north to Robson West where it could connect to Arrow Lake. The following year both the smelter and railway were sold to the Canadian Pacific Railway. Ultimately the C&W would become part of the Canadian Pacific'sSouthern Mainline, making eastward connections through the Crowsnest Pass to Winnipeg and the Midwest, and the Kettle Valley Railway to the west which connected via Penticton to CPR's main line at Hope.

Others sought to connect Rossland's mineral wealth with the outside world, including the prolific Spokane railway builder Daniel Corbin. Corbin had completed construction of his line from Spokane to Nelson in 1893, passing just seven miles from Trail at Columbia Gardens. That same year Corbin chartered the Red Mountain Railway as a branch from his Nelson line to Rossland. This steep, spiraling line was completed in 1896, just at the same time as Heinze was building his Columbia & Western. The Red Mountain only ran until 1921, but the Nelson line was acquired by the Great Northern Railway and continues to operate.

Another charter was awarded in 1890 to interests aligned with MacKenzie and Mann who were building their Canadian Northern Railway system across western Canada. Called the Okanagan & Kootenay Railway, this charter authorized the construction of a line from near Castlegar through Monashee Pass to Vernon.

As prospecting in the region spread, other valuable ore deposits were discovered in the Monashee Mountains at Inches Creek and Fire Valley near the proposed route of the Okanagan & Kootenay. By 1896 it was becoming obvious to interests in Vernon who were eager to see development of the area that MacKenzie and Mann were either unable or uninterested in acting on the Okanagan & Kootenay charter. These local interests quickly organized, acquired the charter and raised the capital to begin construction eastward from Vernon toward Monashee Pass through Lumby, Blue Springs, and Echo Lake.

Valuable timber and agriculture supported the line, which connected with the Canadian Pacific's Shuswap & Okanagan Railway at Vernon. The need to get the ore from the mines to the smelter at Trail pushed construction down the valley of Inonoaklin Creek to Edgewood by 1898. Completion of the line stalled here for several years, as many of the miners left the Monashees for the Klondike Gold Rush.Ore was transported by CPR lake boats down Lower Arrow Lake to Robson West, completing its journey to Trail on the Columbia & Western.

MacKenzie and Mann returned to the region in 1912 when their Canadian Northern Pacific Railway Company chartered a line into the Okanagan Valley from Kamloops. The route was authorized to build to Vernon, Lumby and Kelowna. An alternative to the monopoly of the Canadian Pacific Railway was welcomed almost everywhere one was proposed, including the Okanagan. Unfortunately, between financial difficulties experienced by MacKenzie and Mann as they were completing their transcontinental main line in 1913, and the outbreak of World War I the following year, the direct connection from Vernon to Kamloops was not about to happen.

Recognizing the demand for metals in the war effort, interests in Vernon and Victoria purchased the two largest mining operations. They also negotiated a deal with Canadian Northern Pacific to take over the construction of the Okanagan line and then pushed to build the railway to Kamloops. The war severely restricted the supply of rail however and the line was not operational until after 1919. The last miles between Edgewood and the Columbia & Western were also completed shortly after the war, creating a bridge between the CPR's mainline in the north and its southern line.

Many Canadian railways found themselves in financial peril after World War I, including the Canadian Northern. The Canadian government stepped in to rescue them, and by 1923 many government-owned railways were consolidated under the Canadian National Railways. *While the Okanagan & Kootenay was not part of the CNR consolidation, it was closely aligned because of the deal on the Okanagan line charter.*

Canadian Pacific was determined in their control of the traffic in southern BC, as its battles with the Great Northern demonstrated. *The CPR realized that it could benefit from the Okanagan & Kootenay shortcut to their main line at Kamloops, as well as its direct access to Kelowna.* The CNR and CPR were operating a patchwork of lines in the area, relying on trackage rights,

inefficient connections, and duplicating services. *In the end, the CPR and CNR agreed to buy out the Vernon interests in the Okanagan & Kootenay Railway and create a jointly owned line. In recognition of the link between the mines and the west coast, the railway was named the Monashee Pacific , and began independent operations in 1925.*

The consolidation of operations in the interior saw the CPR include the Columbia & Western between Castlegar and Trail in the deal on the condition that an extension be built across the Columbia River to connect to the Great Northern near Columbia Gardens. This allowed both the CNR and CPR a direct link to the Inland Empire and the multiple railway connections at Spokane, including the Great Northern, Northern Pacific, Union Pacific, and Chicago Minneapolis St. Paul & Pacific.

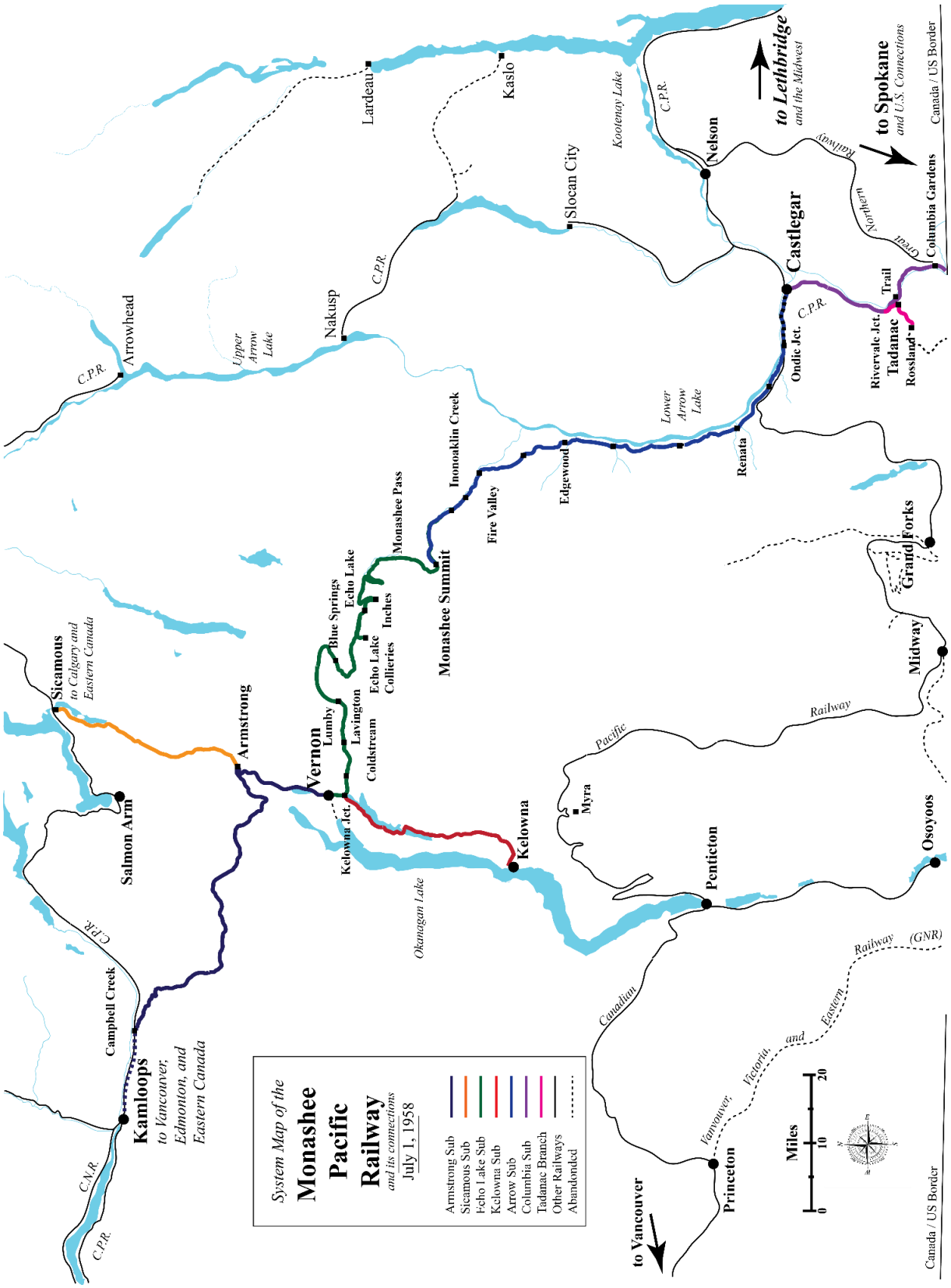
The Great Northern jumped at the opportunity to compete with the Union Pacific, who already connected to the CPR at Northport, Idaho to the east, and the Northern Pacific who connected to the CNR at Sumas in the Fraser valley. It could also replace the inefficient Red Mountain line to access Rossland and Trail, abandoned just a few years earlier in 1921.

At the northern end, the CPR turned over the Shuswap & Okanagan branch to the Monashee Pacific. This older, sleepy branch had primarily been used to access Vernon, which could now be done more efficiently via the MONP at Kamloops., . For its part, the CNR was able to obtain market access south of the CPR mainline and create a faster route from northern Alberta and BC to the booming American West.

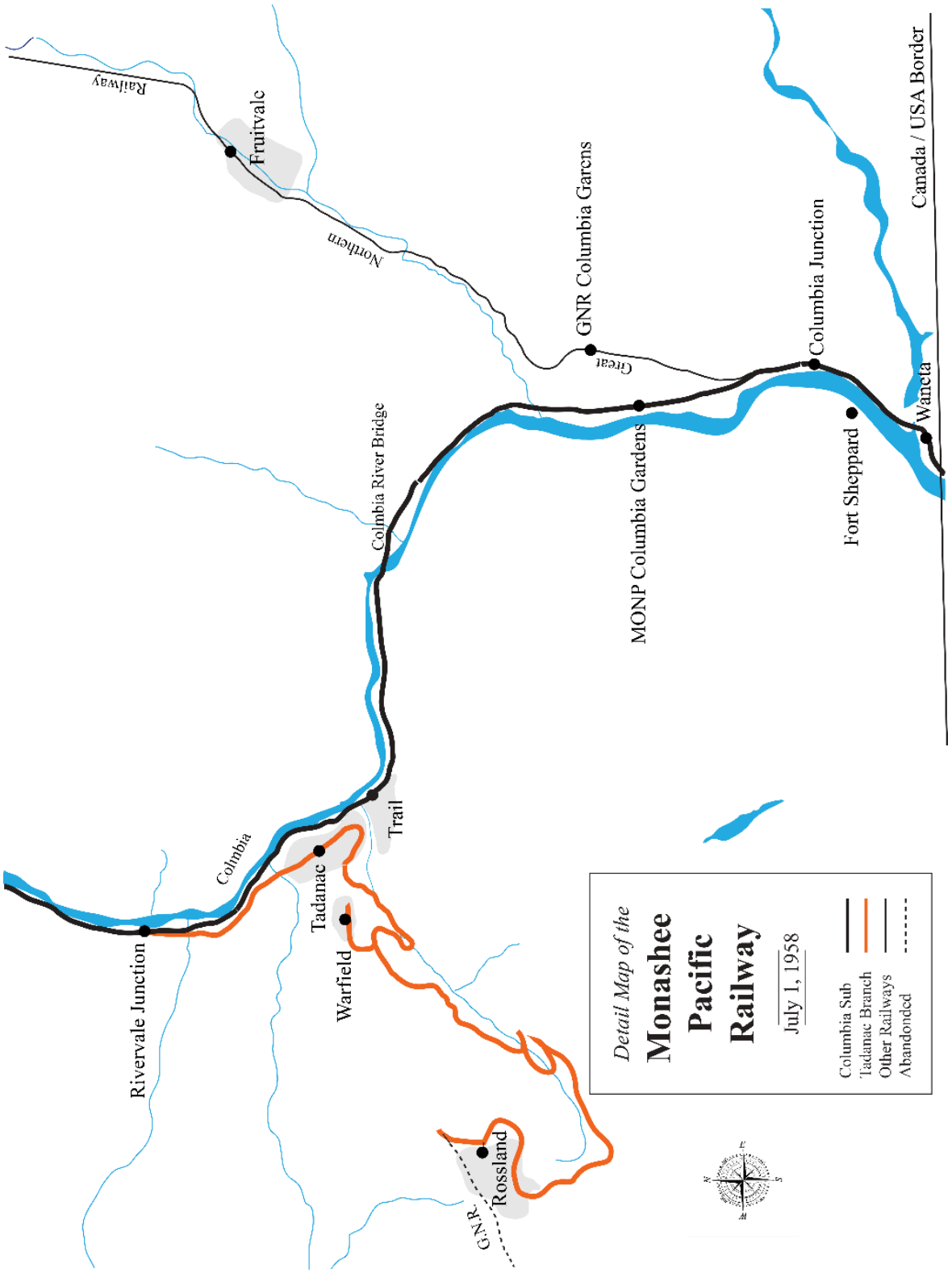
Now, at the close of the prosperous 1950s, the Monashee Pacific Railway continues to operate independently, serving the numerous communities along its route while feeding valuable traffic to both its parent companies. It has grown to seven subdivisions; stretching from the Canadian American border to Kamloops and Sicamous in the north. MONP also connects with CPR at Castlegar (with a jointly operated section between Castlegar and Ondic Junction). Passenger traffic continues to thrive in a mountainous area with few good roads. Upgrades to the railway have included new steel bridges, concrete tunnel liners, heavier rail, and modern signaling. These features make it an attractive bridge line for traffic between northern and US markets - from California to Chicago. The future is indeed bright for British Columbians and the Monashee Pacific Railway.

Revised Jan 19, 2021 Rob Badmington & Brian Stokes

Monashee Pacific System Map



Detail Map of the area around Trail and Tadanac.



Tadanac Branch

Rivervale Jct. to Rossland

MP 0.0 Rivervale Junction (Elv-1450 ft)
Junction with Columbia Sub. (See Columbia Sub. below for more information)

MP 2.0 Tadanac (Elv-1575 ft)
Tadanac was founded in 1895 and was originally known as Smelter, Trail Smelter or Smelter Junction. In 1917 the name was changed to Tadanac which is the trademark name of the smelter there. The name is derived from “T” for “Trail” and then “Canada” spelled backwards. Fritz Augustus Heinze built the Consolidated Mining and Smelting Company in 1895 to process the ore found in the area. The smelter was established on a bench above Trail and grew into the world’s largest lead zinc smelter. Heinze also built the narrow-gauge Columbia and Western railway in 1896 to connect the rich ore mines near Rossland to the smelter. The railway line was upgraded from narrow gauge to standard gauge in 1899.

Railway Facilities: large yard, Spur tracks, station buildings, round house

Industries: smelter, fuel dealers

MP 4.3 Warfield (Elv-1968 ft)
Named after Carlos Warfield. Carlos and his business partner Fritz Augustus Heinze came to Trail in 1896 to look at investing in Trail Creek mines. In 1934 a fertilizer plant was built to use the by-products from the smelter in Tadanac.

Railway Facilities: none

Industries: fertilizer plant

MP 12.3 Rossland (Elv-3356 ft)
In 1890, a valuable deposit of gold and copper ore was discovered at Rossland, only four miles to the west up Trail Creek.

Railway Facilities: none

Industries: none

Columbia Subdivision
Junction with Great Northern Railway to Castlegar

MP 2.1 Columbia Gardens (Elv-1475 ft)
This station is the Monashee Pacific's interchange with Great Northern Railway. All traffic to and from the US undergoes customs inspections as it passes through this station. In earlier years trains from both railways terminated here.

Railway Facilities: yard, minor maintenance, passenger, and train crew facilities, station buildings, water tower, section buildings.

Industries: logging

MP 8.6 Trail (Elv-1410 ft)
The city of Trail is situated in the valley of the Columbia River less than seven miles north of the Canada-US boundary. The city grew up around the smelter originally constructed in 1895 to process ore from the surrounding mountains. The Monashee Mountains on both sides of the river are steeply sloped. The main line crosses the Columbia River east of the city of Trail (railway South) using a rock island in the middle of the river to shorten the span requirements. Trail station is located adjacent to the downtown area on a flat area southeast of the smelter which is on a higher bench. The railway clings to the west bank of the Columbia below the smelter, with a branch up to the smelter at Tadanac diverging at Rivervale Junction north of town.

Railway Facilities: yard and station buildings.

Industries: service industries, fuel dealers, cartage and warehouses, freight and express shed.

MP 11.7 Rivervale Junction. (Elv-1450 ft)
Junction with Tadanac Subdivision

Railway Facilities: station buildings

Industries: none

MP 18.2 Genelle (Elv-1490 ft)
The town is situated on a gentle sloping bench above the Columbia River.

Railway Facilities: back track

Industries: none.

MP 23.5 Kinnard (Elv-1520 ft)
Originally named Waterloo, it was renamed in 1904 and is now part of the city of Castlegar.

Railway Facilities: siding

Industries: none.

MP 27.3 Castlegar (Elv-1450 ft)
Junction with Arrow Sub and also with Canadian Pacific Boundary Sub. (See Arrow Sub below for more information.)

Arrow Subdivision

Castlegar to Monashee Summit

MP 0.0 Castlegar (Elv-1450 ft)
The divisional point between the Columbia Subdivision to the south and the Arrow Subdivision to the north. The Kootenay River joins the Columbia basin here and the Monashee Mountains form a backdrop for the town. The residential and commercial part of town is both above and below the tracks south (towards Trail) of the wye. A highway overpass crosses the east leg of the wye about at the switch. The Monashee Pacific has joint running rights with the CPR through Castlegar to Ondic (formerly Van Horne) Junction.

Railway facilities: station buildings inside the wye, minor freight yard, small passenger yard, ice house, engine facilities, car repair shops, OCS spur, section buildings.

Industries: service industries, fuel dealers, cartage and warehouses.

MP 1.3 Robson West (Elv-1450 ft)
Site of a large pulp mill and sawmill. A car ferry leaves here for towns along Arrow Lake, including Nakusp and Arrowhead.

Railway Facilities: car ferry slip.

Industries: pulp mill, sawmill

MP 8.4 Ondic Junction (Elv-1490 ft)
CPR's Southern mainline (Crowsnest/Kettle Valley line) heads southwest and up the mountain from a junction here, while the Monashee continues at water level. Named after former MONP signal superintendent Steve Ondic.

Railway Facilities: register, telephone.

Industries: none

MP 15.0 Unnamed Station A (Elv-1500 ft)
This is a yet to be named MONP water stop and section crew point.

Railway Facilities: siding, water tower and section buildings

Industries: none

MP 21.9 Renata (Elv-1425 ft)
The town is built on the alluvial fans of Dog and Renata Creeks. These valleys form deep gashes in the otherwise solid backdrop of mountains. The tracks pass through an orchard. Arrow Lake is on the east side of the town. Fruit orchards and ranching dominate the area.

Railway Facilities: siding, station buildings, short back track, section buildings, team track.

Industries: stockyard, small fruit packer, small freight house, concentrate loader-truck/rail transfer, fuel dealer.

MP 30.7 Unnamed Station B (Elv-1470 ft)
This is a yet to be named MONP water stop and section crew point.

Railway Facilities: siding, water tower and section buildings

Industries: none

MP 40.7 Unnamed Station C (Elv-1480 ft)
This is a yet to be named MONP water stop and section crew point.

Railway Facilities: siding, water tower and section buildings

Industries: none

MP 47.8 Edgewood (Elv-1560 ft)
This town is located where Inonoaklin Creek empties into Arrow Lake. It is also at the bottom of a twenty-mile, 2.2% grade. Arrow Lake frames the town to the east, the mountains to the west as the mainline heads into a valley. The valley is flat, but the line begins the climb to the summit. Due to prehistoric glacial action down the valley, limestone and gravel are readily accessible.

Railway Facilities: siding, station buildings, turntable, fuel and water, small yard, section buildings, team track.

Industries: gravel and limestone quarries, agriculture and ranching.

MP 54.3 Unnamed Station D (Elv-2285 ft)
This is a yet to be named MONP water stop and section crew point.

Railway Facilities: siding, water tower and section buildings

Industries: none

MP 61.5 Fire Valley (Elv-3080 ft)
Between Edgewood and Fire Valley, the railway climbs the side of a steep-walled valley - at times 700' above the valley floor. The tracks cross at least a dozen side creeks. At Fire Valley the tracks are 400 feet above the valley. The area here is heavily forested.

Railway Facilities: siding, small station buildings, section buildings, railway housing, freight house

Industries: logging, lead-zinc concentrator

MP 68.3 Inonoaklin Creek (Elv-3823 ft)
Located at the source of Inonoaklin Creek. The small siding was established near the middle of the twenty-mile, 2.2% grade to aid helper engines to get up and down the hill between assignments.

Railway Facilities: siding

Industries: none

MP 73.5 Unnamed Station E (Elv-3945 ft)
This is a yet to be named MONP water stop and section crew point.

Railway Facilities: siding, water tower and section buildings

Industries: none

MP 83.4 Monashee Summit (Elv-3980 ft)
Heavily forested. Very narrow pass. Top of the 2.2% grade from Edgewood. Base for helper operations and a former division point before dieselization.

Railway Facilities: station buildings, section buildings, railway housing, locomotive servicing, turntable, auxiliary track for helper locomotive operations, coal marshaling yard.

Industries: none

Echo Lake Subdivision

Monashee Summit to Vernon

MP 0.0 Monashee Summit (Elv-3980 ft)

The divisional point between the Arrow Subdivision to the south and the Echo Lake Subdivision to the north. (See Arrow Sub above for more information.)

MP 9.4 Inches (Elv-3350 ft)
Situated deep in a side valley of Heckman Creek. Heavily forested. Inches Creek was the site of one of the first major ore discoveries in the area.

Railway facilities: siding, water tower, section buildings, station buildings, back track.

Industries: ore loader, logging

MP 22.0 Echo Lake (Elv-2840 ft)
The track parallels a scenic narrow mountain lake, past heavily forested hills. A small inn was located between the main line and the lake shore, which eventually gave way to the construction of a larger tourist hotel. A small town spreads up the hill behind the railroad station. The branch to Echo Lake Collieries leaves from here and climbs the side of the Creighton Valley above the main line.

Railway facilities: station buildings, section buildings, water tank, railway housing, siding, garden tracks, ice house, team track.

Industries: coal mine, power house, factory, machine shop, mill, hydro power plant

MP 33.9 Blue Springs (Elv-1990 ft)
Located in a small valley meadow, there is some ranching with forested hillsides. Bottom end of 8 miles of 1.9% grade from Echo Lake.

Railway facilities: small station buildings, siding, back track for equalizing southward tonnage, section buildings, water, team track.

Industries: ranching and some minor agriculture (mostly hay) stock pens, sawmill, team track, Monashee Mountain Malting brewery, fuel dealer.

MP 42.4 Two Month Gap (Elv-1792 ft)
Located in a large valley, there are lots of forested areas here and in the adjacent valleys. A logging camp was established in 1902 as a base for collecting logs from the surrounding areas. The camp's location allows for easy access to the railroad for shipping out logs and receiving supplies.

Railway Facilities: team track

Industries: logging.

MP 45.6 Lumby (Elv-1600 ft)
Named after a Vice President of the Shuswap and Okanagan Railway, Lumby is the agricultural center for the surrounding area. Proximity to the Monashee mountains means a strong forestry presence as well. Located in a wide swath at the far end of the White Valley, Lumby marks the start of the steeper grade as the railway climbs from Vernon to Monashee Summit.

Railway facilities: small station buildings, section buildings, water, team track. Wye for turning plows removed in the 1930s.

Industries: agriculture, orchard, and ranching services, several forest products including poles and major sawmill, cannery, service industries, furniture factory, fuel dealers

MP 51.8 Lavington (Elv-1745 ft)
Lavington developed as a small rural community in the White Valley, named after a prominent nearby ranch. Situated at the top of the climb from Vernon and Okanagan Lake, Lavington proved to be fertile ground for orchards after an irrigation system was built for the surrounding ranches.

Railway Facilities: small station buildings, section buildings, water.

Industries: agriculture, ranching, packing house, forest products, glass manufacturing plant

MP 57.0 Coldstream (Elv-1550 ft)
Located at the northern end of Kalamalka Lake in the Okanagan Valley. Incorporated on December 21, 1906. Coldstream is known for the Coldstream Ranch, established in 1863 by Captain Charles Frederick Houghton. He transferred the ranch to Forbes G. and Charles Albert Vernon, who in 1891 sold it to The 7th Earl of Aberdeen (later created, in 1916, The 1st Marquess of Aberdeen and Temair), future Governor General of Canada (1893–1898).

The Ranch was centrally located in the valley and become a hub for livestock transportation with stockyards and later a meat processing plant

Railway Facilities: none

Industries: agriculture, Livestock, Meat Processing

MP 61.2 Kelowna Jct. (Elv-1405 ft)

Junction with Kelowna subdivision.

Situated at the north end of Kalamalka Lake 2.2 miles south of Vernon station

Railway facilities: register, telephone.

Industries: None

MP 63.4 Vernon (Elv-1285 ft)

Situated at the north end of the Okanagan Valley, Vernon is a Division Point and the hub of the Monashee Pacific with the lines to Kamloops, Sicamous, Kelowna, and Castlegar radiating away from it. Vernon is a larger city, near Okanagan Lake and is the oldest city in the interior of BC. The surrounding valley is rich in agriculture, ranching and orchards.

Railway facilities: Company headquarters, freight classification yard and substantial station building with corporate offices above. Track for business cars, Locomotive servicing facilities, house tracks, section buildings, team tracks. A fully equipped coach yard once provided service for the passenger car fleet when trains originated here. Locomotive and car repair shops. Ice house and icing platform. Bridge and Building Department (B&B) and Auxiliary facilities. Royal Mail facilities.

Industries: agriculture and ranching services, agriculture processing, packing houses and cold storage, service industries, light manufacturing, cartage and warehouses, vegetable cannery, fuel dealers, bulk cement/batch plant, sash and door mill, furniture manufacturing, spur to Okanagan Landing and the car float slip (abandoned), the Vernon armed forces base provides troop train and equipment movements

Armstrong Subdivision
Vernon to Kamloops

MP 0.0 Vernon (Elv-1285 ft)
Junction with the Echo Lake Subdivision

MP 3.4 Orchards (Elv-1280 ft)
Station name sign.

MP 8.0 Larkin (Elv-1314 ft)
Larkin is the industrial heart of the North Okanagan.

Railway facilities: siding, small station building, section buildings, team track/platform

Industries: large lumber mill, plywood plant, gravel pit, bulk fuel dealer.

MP 14.7 Armstrong (Elv-1168 ft)
Situated in the base of the Spallumcheen Valley, the small town of Armstrong is the commercial center for the area. The narrow valley is host to agriculture and dairy farming, while the low mountains on either side support forestry. From Armstrong the Shuswap Subdivision (former Shuswap and Okanagan Railway) heads northeast to Sicamous, while the mainline continues to Kamloops just north of the siding.

Railway facilities: station buildings, section buildings, water.

Industries: Armstrong cheese plant, agriculture and ranching, feed and fertilizer elevators, packing house, cannery, fuel dealer

MP 23.9 O'Keeke (Elv-1276 ft)
Named after a pioneer rancher, the area features large farms and ranches.

Railway facilities: siding, small station, section buildings

Industries: stock pens, fuel dealer

MP 33.0 Sweetsbridge (Elv-1742 ft)
Small farms in the valley bottom, surrounded by densely wooded hillsides.

Railway facilities: siding, flag stop, section buildings, team track

Industries: none

MP 38.1 Falkland (Elv-1968 ft)
Falkland is nestled at the confluence of three valleys and two rivers, the Salmon River and Bolean Creek. A large source of gypsum was discovered on Gyp Mountain nearby, and the mine ships large quantities of the mineral by rail to Vancouver for making plaster, drywall, and cement.

Railway facilities: siding, small station, section buildings, water tower, team track.

Industries: gypsum load-out

MP 47.6 Westwold (ELV-2070 ft)
Situated in a wider valley, ranches dominate the hillsides.

Railway facilities: siding, flag stop

Industries: None

MP 54.5 Monte Lake (Elv-2264 ft)
The highest point between Vernon and Kamloops, the railway runs along the shore of the lake.

Railway facilities: siding, small station, section buildings, water tower.

Industries: stock pens

MP 58.9 Ducks Meadow (Elv-2224 ft)
Named after Jacob Duck, a pioneer rancher.

Railway facilities: siding, flag stop

Industries: none

MP 67.2 Robbins (Elv-1505 ft)
Robbins is about half way down the 2% grade between Monte Lake and Campbell Creek. At this point, the railway begins to follow the side of the South Thompson River valley. The line's only tunnel is 1.8 miles south of Robbins.

Railway facilities: short siding

Industries: none

MP 70.9 Campbell Creek (Elv-1154ft)
Junction with CP's double tracked Shuswap Sub, MONP has running rights on CP for 11 miles into the city of Kamloops. The line runs along the south side of the South Thompson River. The line has Automatic Block Signals (ABS). The surrounding land is arid with ponderosa pines clinging to the hillsides.

Railway facilities: small station, section buildings, water tower

Industries: stock pens, cement plant, sawmill

MP 81.9 Canadian Pacific Junction (Elv-1151 ft)
The MONP branches to the north of the CP mainline. The City of Kamloops surrounds the junction and CP's Kamloops station is 1.6 miles west. Through passenger cars are set off and picked up on the interchange tracks.

Railway facilities: interchange tracks

Industries: none

MP 82.6 Kamloops (MONP) (Elv-1134 ft)
Monashee Pacific has a substantial stone and brick station building just north of CP's yard and station facilities which were inherited from CNoR. Just to the west of the station, the line curves north to cross the South Thompson River on a major bridge which includes a through truss swing span and numerous plate girder spans.

Railway facilities: small yard and storage tracks, major passenger station, other station buildings, team track/platform.

Industries: miscellaneous warehouses, bulk oil dealer

MP 85.4 Kamloops Jct. (Elv-1150 ft)
Junction with CN's main line to Edmonton and Vancouver. MONP trains use CN's yard to interchange through traffic, including passenger cars

Railway facilities: CN owned major yard

Industries: CN served

Kelowna Subdivision

Vernon to Kelowna

MP 0.0 Kelowna Jct. (Elv-1405 ft)
Situated at the north end of Kalamalka Lake 2.2 miles south of Vernon station, the MONP's main line Arrow Sub curves to the east over a long wood trestle.

Railway facilities: register, telephone

Industries: none

MP 4.7 Kalamalka (Elv-1295ft)
The railway runs along the west shore of Kalamalka Lake only a few feet from the water's edge.

Railway facilities: siding, flag stop

Industries: none

MP 11.6 Oyama (Elv-1280 ft)
The railway curves across a small strip of land separating Kalamalka and Wood Lakes, crossing the Oyama Canal on a steel deck plate and wood trestle bridge.

Railway facilities: siding, small station, ballast pit

Industries: small fruit packer

MP 18.3 Winfield (Elv-1457 ft)
Winfield is in a wide flat valley with a range of agricultural and resource industries in the area.

Railway facilities: station, siding, section buildings, team track

Industries: fruit packer, distillery, sawmill

MP 21.9 Postill (Elv-1460 ft)
Railway facilities: back track

Industries: fuel dealer

MP 26.1 Rutland (Elv-1345 ft)
Rutland is in the center of productive farmland and orchards.

Railway facilities: siding, small station, team track/platform

Industries: machinery fabricator, fruit packer, scrap yard

MP 33.4 Kelowna (Elv-1124 ft)
Large city approximately in the middle of Okanagan Lake. Tourism, agriculture, and forestry are the primary industries of the region. The Railway has built a yard and industrial lead tracks so that they form a return loop around much of the industrial area of the city.

Railway facilities: station buildings, freight yard, locomotive and caboose service tracks, section buildings, ice house and platform.

Industries: plywood plant, lumber mill, pole mill, packing houses, fuel dealers, feed mill, manufacturing plants, distillery, wineries, service industries, cartage and warehousing

Sicamous Subdivision

Armstrong to Sicamous

MP 0.0 Armstrong (Elv-1168 ft)
Junction with Armstrong Sub

MP 8.6 Enderby (Elv-1160 ft)
Enderby is situated in a wide flat valley along the Shuswap River. At one time, lake steamers traveled up the river from Shuswap Lake. Agriculture and forestry are the primary industries.

Railway facilities: station, siding, section buildings, team track

Industries: small sawmill, machine shop, farm supply

MP 14.3 Grindrod (Elv-1169 ft)
Steep forested slopes surround a flat farming valley

Railway facilities: flag stop station, siding, team track/platform

Industries: feed mill

MP 19.0 Mara (Elv-1151 ft)
Named after John Mara, a promoter of the Shuswap and Okanagan Railway. The railway runs across a sandy strip of land separating Rosemond Lake from the Shuswap River where it empties into Mara Lake.

Railway facilities: siding, section buildings, flag stop station

Industries: none

MP 31.6 Sicamous (Elv-1153 ft)
Junction with mile 44.7 of CP's Shuswap Sub. Due to the steep mountainside and adjacent Sicamous Narrows, the MONP line curves sharply around to the west to where it connects with CP. There is no room for a wye connection.

Railway facilities: small yard, engine house and turntable, section buildings. CP has a large station hotel, siding, section buildings, swing bridge over Sicamous Narrows, and a bridge operator's shack.

Industries: none

Glossary of Terms

- **Station** - A place designated in the time table by name.
- **Station Buildings** -Includes various MONP owned buildings to accommodate rail passenger and freight service, telegraph and telephone services, train movement services and station agent living quarters
- **Section buildings** - Includes various MONP owned buildings to accommodate Maintenance of Way (MOW) services, including but not limited to MOW foreman family housing, worker bunk-housing, tool sheds, shim shacks etc.
- **Main track** – A track extending through yards and between stations, upon which trains are operated by time table or train order, or both, or the use of which is governed by block signals, interlocking signals, or other methods of control.
- **Siding** – A track auxiliary to the main track for meeting or passing trains. Sidings and their capacities will be designated in the time table or special instructions.
- **Auxiliary track** – A track other than a main track or siding.
- **Team track** - A shared auxiliary track intended for the use of area merchants, manufacturers, farmers and other small businesses to personally load and unload products and merchandise, where a private track is not available.
- **Back track** – An auxiliary track used by the railway for general purposes such as setting out bad order cars, and loading, unloading or storing maintenance of way equipment.
- **Spur track** – A short, usually dead-end section of track.

Links

Towns on the Monashee Pacific:
(https://www.emra.club/wiki/index.cgi?Towns_On_The_Monashee_Pacific)

Timeline of MONP events