

THE SPIRAL TUNNELS

PRIOR to 1908 Hector and Field stations were separated by such extreme grades that four consolidation locomotives were required to haul a trainload of freight over this section. For about three miles a grade of 4.5 per cent prevailed — ten times the maximum gradient normally permitted on heavy prairie work.

By the construction of these Spiral Tunnels this grade was reduced to 2.2 per cent. From the east, the track enters Tunnel No. 1, 3,206 feet in length, turns under Cathedral Mountain at an angle of about 250 degrees on a 573 foot radius, passes under itself and emerges at the opposite portal 54 feet lower. Tunnel No. 2, under Mount Ogden, has a similar radius through an angle of 232 degrees; it is 2,890 feet long and the grade produces a difference in elevation of about 45 feet between portals. Thus the railway traverses the valley by three lines at different elevations and crosses and re-crosses the Kicking Horse River by four bridges. Two engines can now haul a bigger load up the valley than the four previously used.

The two tunnels are a perfect maze, for the railway doubles upon itself twice and forms a rough figure "8" in shape. If the train is run in two sections, passengers are able to see the other section making its way up "the big grade" at a higher or lower level.

CONNAUGHT TUNNEL

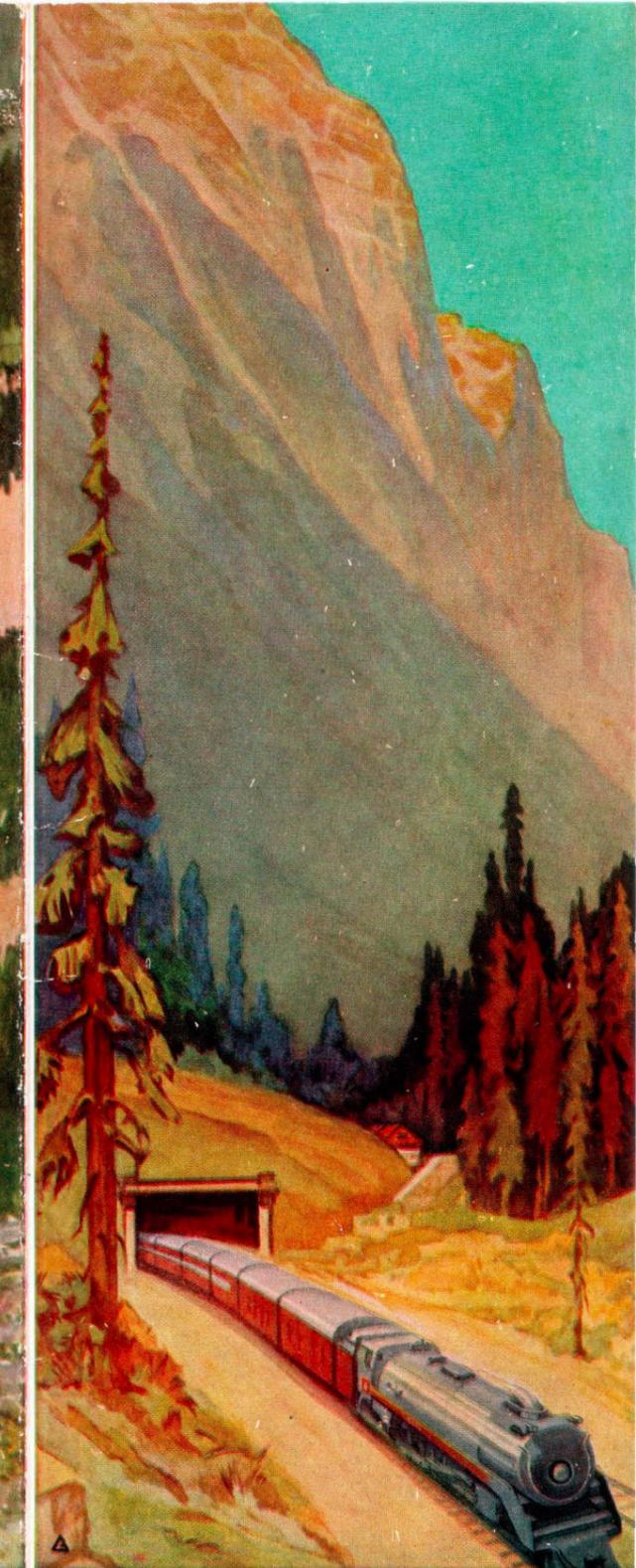
THROUGH Mount Macdonald in the Selkirk Mountains only a short train run from Craigellachie, scene of the historic "driving of the last spike" ceremony on November 7, 1885, is the Connaught Tunnel, the longest double-track railway tunnel on the American Continent. Five miles long from portal to portal the tunnel cross-section is 23 ft. by 29 ft. and is concrete lined throughout.

The tunnel is a part of a diversion which shortened the main line 4.3 miles, reduced the summit elevation 552 ft., eliminated 4.5 miles of snow sheds and the equivalent of seven complete circles of curvature. The highest rail elevation in the tunnel is 3,390 ft. above sea level over one mile below the summit of Mount Macdonald which reaches to a height of 9,860 ft. Powerful fans located at the west portal assist in ventilation. Trains are operated through the tunnel on the left hand track to provide engineers with the maximum view ahead.

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WHITE DOTTED LINES REPRESENT THE ROUTE FOLLOWED BY CANADIAN PACIFIC TRAINS THROUGH THE FAMOUS SPIRAL TUNNELS.



Connaught Tunnel

**THE
CANADIAN PACIFIC**

THE agreement between the Canadian Pacific Railway Company and the Government of the Dominion of Canada, entered into in 1880, to build a railway across the prairies and through the Rocky Mountains to the Pacific Coast, called for completion in ten years' time.

Actually, the railway was completed, and through trains run, in half this time: the last spike was driven at Craigellachie on November 7, 1885, and the first train, inaugurating trans-Canada transportation service, left Montreal on June 28, 1886, for the Pacific Coast. Later, it was natural that increasing trade should see many millions spent in grade reductions and in the erection of permanent structures.

Amongst other things, this involved the construction of a most interesting system of tunnels and of one of the longest tunnels on the continent — the Spiral Tunnels at Field and the Connaught Tunnel at Glacier, respectively, both of which are illustrated on the reverse side of this menu.



Canadian Pacific Dining Car Service



"Oregon Journal"
Canadian Rockies Tour

VIA CANADIAN PACIFIC RAILWAY

JUNE 17-18, 1953



**THE
CANADIAN ROCKIES**

THE Rocky Mountains, the Selkirk Mountains, and the other related ranges have — within reach of railway transportation — over six hundred and fifty mountain peaks 6,000 feet above sea level, or higher. One hundred and forty-four are 10,000 feet or higher. There are many passes, six, seven, eight or nine thousand feet in height.

Canada has reserved in its mountain national parks over 9,800 square miles — an area nearly five times as big as one of its own provinces (Prince Edward Island). Six of these are on, or reached from, the Canadian Pacific, namely Banff, Yoho, Kootenay, Glacier, Mt. Revelstoke, Waterton.

At Banff, Lake Louise and Emerald Lake (near Field), are delightful Canadian Pacific mountain hotels — supplemented by rustic lodges at Lake Wapta, the Yoho Valley, Lake O'Hara and Moraine Lake.

LUNCHEON

CHILLED APPLE JUICE

CREAM OF MUSHROOMS

TOSSED SPRING VEGETABLE SALAD
(FRENCH DRESSING)

BROILED FRASER RIVER SALMON, LEMON BUTTER

ASSORTED COLD MEATS, POTATO SALAD

HASHED BROWNEED POTATOES

STRAWBERRY SHORT CAKE RICE CUSTARD PUDDING

CANADIAN CHEESE WITH CRACKERS

ASSORTED BREAD

TEA COFFEE MILK BUTTERMILK