

The Coquihalla Summit Trans Canada Trail Challenge - Guide

The Canadian Ski Patrol is there to help you, including administering first-aid.

Be prepared to meet wildlife such as bears. The best advice we can give is to give them plenty of space, be noisy and feel fortunate that you are observing wildlife. We believe that cougars may also be present. Don't walk alone and young children must stay with their parents. Dogs must be on a leash because they tend to run towards wild animals.

Shuttle Times - Use the following times as your guide. Times will be adusted if needed.

- Cyclists and Runners
 - Portia to Hope (Cyclists and Runners) 12:30 p.m.
 - Jessica to Hope (Cyclists) 1:30 p.m.
 - Jessica to Coquihalla Lakes (Cyclists) 1:30 p.m.
 - Portia to Coquihalla Lakes (Cyclists and Runners) 2:00 p.m.
- Walkers and Equestrians
 - Portia to Hope 6:30 p.m.
 - Portia to Coquihalla Lakes 6:30 p.m.

A few facts:

- The Coquihalla Summit section of the KVR opened July 31, 1916, 90 years ago, allowing service from Vancouver to Nelson.
- From Coquihalla Lakes to Hope, the KVR had 43 bridges, 13 tunnels and 15 snowsheds.
- The Coquihalla subdivision of CPR was closed in November 1959, and track removal started in 1961

A little bit of Shakespeare:

- Iago - Character in Othello
- Shylock – Character in Merchant of Venice
- Jessica and Portia - women characters in Merchant of Venice
- Aurum - Gold - used by Shakespeare - gold was discovered above this location
- Othello, Lear, and Romeo and Juliet - Shakespearean Plays

Draw prizes at Portia: Match your number with a prize

Toilets are at Britton Creek Rest Area and at Portia. The rest is ‘au naturel’ using the small shovel to bury your treasure(s).

**THIS IS NOT A RACE
Take the time to enjoy and above all
KNOW YOUR ABILITY LEVEL**

THINK OF YOUR SAFETY AND THE SAFETY OF OTHERS (Talk loudly to the horse rider as you approach any horse and heed to the rider’s instructions.)

**ASSIST WHERE YOU CAN and DON’T LEAVE YOUR TRACE
THIS IS THE TRANS CANADA TRAIL WAY**

Dist/km	Cumm/km	Description
0.8	0.8	Britton Creek Rest Area to Forest Road via pipeline
0.9	1.7	Ford small Creek – very low water
1.2	2.9	Across the Lake from here was the Coquihalla Station south of the entrance to Coquihalla Lakes Lodge.
0.1	3.0	Temporary bridging to cross creek that has a substantial flow. Use caution.
0.2	3.2	Terasen Pipeline gate after crossing caved in bridge over Coquihalla River (walk your bikes over this bridge). You will be on the KVR to Tunnel 1. After that the KVR is always on your right side, often quite high on the mountain side, until you reach 'Hole-in-the-Wall' where you rejoin the KVR again.
1.4	4.6	Tunnel 1 - 218 ft. The longest tunnel through the Summit
0.4	5.0	Tunnel 2 - 280 ft. - Note date build in 1943
0.6	5.6	Tunnel 3 - 180 ft.
0.2	5.8	Note: Was the rock wall on the east side of the Coquihalla River built for a cattle drive trail from the Merritt area (Nicola Valley) to (Fort) Hope starting in 1874? Or, was it built in 1848 by Alex Anderson who led his fur brigade back to Kamloops via the Coquihalla Valley, a route that would serve trade for a decade and lead to the establishment of Fort Hope? The River has obviously shifted to the east. Remnants of this 19th century trail can be seen at other occasions while traveling through the summit along the Coquihalla River.
0.2	6.0	Bridge crossing the Coquihalla River to east side. Look for KVR rock wall high on the mountain side around the corner after crossing the bridge
0.3	6.3	Look for Former Dry Gulch trestle crossing along KVR. It was 405 ft. long.
1.0	7.3	Fantastic view of Bridalveil Falls (Falls Creek) where you see the remains of a 404 foot rail bridge. This is a great photo opportunity.
0.3	7.5	Hayden's Cut on the KVR was to be tunnel 4 but caved in during construction. The next tunnel became tunnel 4 as a result.
0.5	8.0	Former KVR Tack Creek 315-ft. trestle
1.2	9.2	KVR buried 220-ft. tunnel
0.2	9.4	View of former Cultus Creek 630-ft.Trestle site.
0.6	10.0	New bridge built by Terasen over Baldwin Creek. View of Highway 5, of former 306-ft. tunnel 5, and Thur and Nak peaks.
0.9	10.9	Example of fallen debris from a former snowshed. You can spot several of these from here to Needle Creek.
0.8	11.7	The sign indicates that on the KVR this was Romeo station . This will be the last time you will get a glimpse of the highway about 1000 ft above you.
2.6	14.3	Terasen Pipeline bridge over Hidden Creek

Dist/km	Cumm/km	Description
0.1	14.4	Terasen Pipeline bridge to the east side of Coquihalla River in line with Needle Creek . View of Needle Peak. Just across this bridge take a short diversion (app 100 m) to see the Monumental Pillars (or columns) that held the longest single span bridge on the KVR (app 430 ft). - Photo opportunity.
0.9	15.3	Terasen Pipeline bridge to west side of Coquihalla River.
1.4	16.7	Terasen Pipeline bridge to the east side of the Coquihalla River.
0.3	17.0	After a short climb, view 'Hole-in-the-Wall' . What do you think? Is this a natural or man-made phenomenon? You are back on the KVR.
0.3	17.3	Experience the short 164-ft. KVR tunnel number 7.
1.0	18.3	KVR 322 ft. concrete snowshed ./
0.1	18.4	Bridge diversion. The former bridge (162 ft) collapsed with a train engine killing the engineer and leaving a second engine dangling at the top.
1.6	20.0	Iago Station by Norley Creek
2.8	22.8	TCT stays on the restored KVR grade while the pipeline road goes downhill. The view up Railroad Creek across the way is quite spectacular. There were plans to build an 8-mile rail tunnel to Tulameen from here. Along this section, watch for old telephone poles, concrete water ducts, and concrete and rock walls below you. etc.
1.5	24.3	Site of a former 162 ft rail trestle.
0.9	25.2	Take the time to look over this fantastic wall that was built for the KVR. Much of the wall was built out of stone without using any mortar, a great way to allow water to filter through.
1.0	25.3	End of restored rail grade.
0.9	26.2	Meet the pipeline road again that continues on the KVR grade.
1.3	27.5	End of the first leg of the Coquihalla Challenge at Portia . This is also the beginning of the Boston Bar Creek Canyon. Hikers and Equestrians finish here. Cyclists may continue to Jessica but must check-in at Portia before continuing. One runner is planning to continue to Jessica the rest will finish at Portia.
2.0	29.5	End of one-track trail at Shylock . Continue steep downhill on utility road.
2.4	31.9	Ladner Creek Bridge . The Ladner Creek rail bridge requires a hefty hike by heading under the highway and finding a trail just next to the west side of the highway and climbing to the rail grade. Then it is a pleasant 1 km hike to a caved-in tunnel. Any travel beyond this point is extremely hazardous. However, the intact Ladner Creek bridge sits very high above Ladner Creek and is a great photo opportunity. But, it is for another trip if you do not want to miss the shuttle at Jessica.

Dist/km	Cumm/km	Description
2.5	34.4	Start of Carolin Mine Road . This is a .5 km hill that must be climbed to reach the restored rail grade again.
0.5	34.9	Start of restored Jessica rail grade.
0.2	35.1	Aurum (formerly Verona) Station . The train stopped here to load gold from Carolin Mines.
0.4	35.5	Rail bridge over Fifteenmile Creek. This CNR rail car bridge installed by a logging company is several metres to the right of the former KVR bridge.
1.5	37.0	Jessica Station now the site of several seasonal homes built from former homes and buildings used by rail employees.
0.1	37.1	Pass the gate and continue on the rail grade for another 1.8 km
1.8	38.9	Leave the rail grade and carefully negotiate the steep downhill for 300 m to a pipeline utility road.
0.3	39.2	Sowaqua at the Coquihalla River . For this event do not continue under the Highway. - Those heading for Hope through the Othello Tunnels will continue on the utility Road heading south. Take the second left to the Highway app. 1.5 km later. Then travel just over 7 km and take the Kawkawa Lake exit on your right. Follow this all the way to Hope via Othello Road, Tunnel Road and the Othello Tunnels. Follow the TCT signs. Cyclists must dismount and walk their bikes through the tunnels and over the bridge through Othello . - Those wanting to take the shuttle from Jessica must travel another 3 km north on the utility road to the staging area (gravel pit) where the shuttles will be waiting. It is just where it starts being a paved road.
3.0	42.2	Staging area for Jessica shuttles to Hope and Coquihalla Lakes (north of Sowaqua).

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