





# Columbia & Western Railway Company

## The Trail Creek Tramway Company, Acquired by CPR in 1898

By Douglas R. Phillips

**T**he Columbia & Western Railway Company (C&W) was incorporated in 1896 with extensive rights to build railways throughout southern British Columbia. The only line owning equipment was the 36-inch (914-mm) gauge “Trail Creek Tramway” (TCT), 14 miles (22 km) in length, linking the mines at Rossland, B.C., with the smelter at Trail. The C&W was leased to the Canadian Pacific in perpetuity on July 12th, 1898, and merged with the CPR effective September 1st, 1898 (all dates from CPR records). The Columbia & Western Company was dissolved as a legal entity March 28th, 1957, and its holdings were vested into Canadian Pacific.

The initial concept of smelter and railway was the enterprise of Montana mining mogul Frederick Augustus (Fritz) Heinze of Butte. His mining and smelting operations in that state had become quite extensive by 1895.

### Construction of the Narrow-Gauge Railway

On an evening in early November 1895, an engineer named Frederick Passmore Gutelius (1864-1935) was requested to call on Fritz Heinze. Heinze wanted Gutelius to go to British Columbia to construct a railway from the Le Roi Mine at Rossland, B.C., to a smelter that he proposed to build near the



▲ This photo shows Columbia & Western (C&W) engine No. 3, built by Brooks, on a passenger train arriving at Trail, B.C. The coach is C&W No. 12, which the Trail Creek Tramway (TCT) acquired from Union Pacific as a Utah & Northern coach built for the Utah Northern Railway, possibly by Ohio Falls Co. in 1879. -Rossland Museum, 61-2401

town of Trail, located on the banks of the Columbia River. The two made a bargain in just a few minutes, and within a week Fred Gutelius was at work on the surveys for the railway. By November 9th, 1895, the surveys had been completed from the river landing up to the Le Roi Mine, and grading began on the 16th by a Tacoma, Wash., contractor.

Heinze had quickly acquired the charter for the Trail Creek and Columbia River RR from Peter Larsen. Larsen's charter was without land grants or subsidies. Having just started, little work had been conducted and only a large pile of rail lay on the beach of the headwaters of Trail Creek where it met the Columbia River. The charter did give the right to acquire right of way through public lands. Fritz Heinze named his railway the Trail

Creek Tramway as the gauge would be just three feet wide. The small town of Rossland above Trail Creek grew in population from 75 at the opening of 1895 to some 3,000 by the end of the year to become the fifth-largest centre in B.C.

W.C. Van Horne of the Canadian Pacific, on hearing the news of Heinze's invasion of the Kootenays, had to move fast, even though the company was short of cash due to the deep recession which began the year before. Van Horne proclaimed his railroad's interest by announcing the CPR would build a line south from Robson to Rossland. To counter Heinze and another American builder, Daniel Corbin, Van Horne had to bluff his way until the CPR could negotiate land grants and cash subsidies from the federal government. His first concern was to keep James J. Hill and his Great Northern feeder lines out of B.C., and strengthen the CPR's monopoly in the Kootenays. But with the country deep in recession, there was no money to build the 200 miles from Alberta that the CPR needed to secure the Kootenay traffic.

Fritz Heinze rightly assessed Van Horne's line as a bluff. On December 21st, with the graders still at work on the tramway, he changed the name to Columbia & Western and announced his intent to apply for a provincial charter to extend his railway west all the way to Penticton. The charter would provide land grants and subsidies.

The new company secured a charter from the B.C. government in the name of the Columbia & Western Railway on April 17th, 1896.

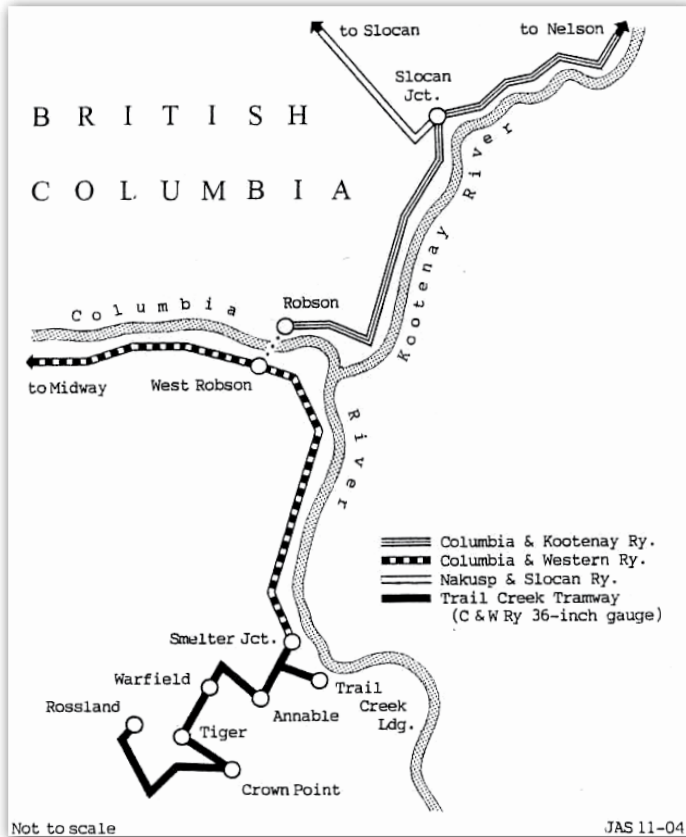
The elevation of the Le Roi Mine was some 2,500 feet higher than the Columbia River at Trail Creek Landing and was 4½ miles distant as the crow flies.

Fred Gutelius later described the little railway at the time of the change of gauge as follows:

The Columbia & Western Railway, extending from Trail to Rossland, B.C. was 13.6 miles long, and was built during the winter of 1895-96. It had steep grades and sharp curves and attained an elevation of 2,400 feet in the 14 miles from the wharf track at Trail to the railway ore bunkers below the Le Roi Mine, three miles beyond Rossland. The grade was with long stretches of 4% on tangents, compensated 0.04% per degree on curves. The maximum curves were of 25 degrees, and these numbered 38, with an aggregate length of about three miles. Ties would have to be cut to length and tamped in place to brace the curved rails against the mountain wall. Two switch backs were introduced, one between Trail and Smelter Junction, and the other at Tiger Gulch. The track gauge of three feet was laid with six-foot cross ties and 28-lb. steel rails (28 lbs. per yard). The width of roadbed was 10 feet in curves and 9 feet on embankments.

Passenger trains were run up and down this incline at the rate of 12 miles per hour and freight trains at 8 miles per hour.

It may be interesting to note that during the original construction, three years of operation, and the reconstruction



of this narrow-gauge railway, not a single fatality on account of accident occurred to either passengers or employees.

We purchased a lot of second-hand rails, 28 pounds per yard the work being authorized in November 1895, the contract let in December and the road was constructed during the winter. The first passenger cars were run on a special on the 24th of May. The little engines would haul three passenger cars or eight ore cars. The railway received \$2 per ton for transporting the ore from the mine to the smelter and this with a regular freight and passenger business

◀ Map of the confluence of the Kootenay and Columbia rivers, showing connection of Trail Creek Tramway with the Columbia & Western Railway. -James A. Shields

▼ On April 1st, 1896, trackwork begins on the Columbia & Western. The track laying crew is seen working from the landing on the Columbia River towards the Smelter on the bluff above. The fellow standing on the cross tie in the foreground in dark suit, tie and hat is believed to be Fred Gutelius. By 1907 he would rise to a very senior position in CPR's Engineering Department in Montreal, where he would work with another famous CPR engineer, John E. Schwitzer. Gutelius would be put in charge of the construction of the Toronto-Sudbury branch built in 1907. He would leave the CPR about 1914 to become general manager of the National Transcontinental Railway in Moncton, N.B. -Trail Museum



enabled the road to pay its original cost of construction not including rails or rolling stock.

Engineered to climb 2,400 feet in 13 miles with long stretches of 4 percent grade, with several climbs of 4.6 percent and two short pieces of 4.8 percent, the grades on the railway were steeper than that of the famous “Big Hill” located east of Field, B.C., on the CPR main line. That grade was a maximum of 4.5 per cent on some tangents.

The business grew quickly, so the road purchased an additional narrow-gauge locomotive and two passenger cars from the Union Pacific Railway Co., one of which was a parlor car that had been used by Brigham Young as a private car. The C&W (TCT) used this car with some modification as a private car for their official purpose until the CPR acquired the railway.

### Documentation

*Trail Creek News*, October 23rd, 1896:

Chief Engineer Garlock has returned from a trip looking for rolling stock for the C&W Railway. He found it in the Mormon Capital and bought 11 flat cars, 6 boxcars, one engine, and a first-class coach and a private car.

*The Nelson Miner*, November 28th, 1896 [Reporting on the passage

by way of Nelson of two coaches being delivered to the Columbia & Western Railway – Trail Creek Tramway – at Trail, B.C.]:

The coaches will be transferred by barge from the N&FS to the C&K and at Robson will again be loaded on barges and floated down to Trail. One engine, six box cars and 14 flat cars were sent by boat from Northport to Trail, the coaches had to be sent by way of Nelson.

*Trail Creek News*, December 11th, 1896:

Initial trip of new passenger coaches over the C&W was made last Sunday (December 6th). One coach was the private car of Brigham Young at the time he was president of the Utah Northern. It has been remodelled – one half is fitted up as a drawing room with lounges.

### Construction of the Standard-Gauge Extension to West Robson

In 1897, the Columbia & Western Railway extended its rails from Trail north to West Robson, a contract for a standard-gauge rail line being let in December 1896 and the work completed in September 1897.

This new line owned no rolling stock and leased from the CPR. This new line had a steep grade of 3% compensated which remains today and is known as Pourpore Hill. The 29.3 miles

## Rolling Stock of the Columbia & Western Railway (TCT), 1895-1899

Narrow-gauge (36") rolling stock of the Columbia & Western Railway (Trail Creek Tramway) acquired by the CPR in 1898. (From CPR Records.)

Qty	Type	Series	Length	Width	Height	Capacity	Origin/Disposition
1	Private	10	34' 6"	8' 11"	-	-	See history of car on pages 27-29.
1	Coach	12	35' 1"	8' 2"	-	-	Note 1
2	Van	22, 24	35' 4"	-	-	35 passengers	
2	Baggage	23, 25	33' 0"	-	-		
10	Box	502-520	30' 0"	7' 0"	6' 3"	28,000 lbs.	Even Nos.
14	Flat	101-127	30' 0"	7' 7"	-	28,000 lbs.	Even Nos.
35	Dump	102-182	20' 6"	7' 0"	3' 0"	28,000 lbs.	Note 2
3	Flanger	1, 2, 3	-	-	-	-	Note 3

### Notes

1. Builder, year built and previous owner not entered into CPR records. Believed to have been the first-class coach reported in the October 23rd, 1896, *Trail Creek News* as purchased at Salt Lake City by C&W master mechanic (engineer) Gorlock. Described in the CPR entry in the April 29th, 1899, *Official Railway Equipment Register* as ‘first class C&W 12, to be renumbered’. Fitted with MCB automatic couplers and standard-gauge trucks by February 1900, it was renumbered CPR ‘Second Class’ day coach ‘812’. Sold to the Crow’s Nest Pass Coal Company in March 1905. Disposition unknown. Likely destroyed in the forest fire of August 1908 which destroyed Fernie, B.C., and mine at Coal Creek.
2. Builder, year built and previous owner not entered into CPR records. Not taken into CPR equipment inventory. These cars are believed to have been bought in 1896 from the North West Coal & Navigation Company, a subsidiary of the Alberta Railway & Coal Company, which had been converted from 36-inch to standard gauge after being leased to the CPR in 1893. Six cars (numbers 124, 138, 142, 148, 150 and 178) were taken out of service before the CPR took over the C&W Railway in 1898. The remaining cars were sold by the CPR to the “Alberta Railway Co.,” possibly for use on the St. Mary’s River Railway, another 36-inch-gauge subsidiary of the AR&CC, which opened for traffic between Stirling and Spring Coulee, N.W.T. (Alberta), in November 1900. These cars were marked CR&KR rather than C&W Railway.
3. Builder, year built and previous owner not entered into CPR records. Not taken into CPR equipment inventory. May have been converted from flat cars. Cars ‘1’ and ‘2’ were narrow gauge and reported to have been retired from service at Smelter Junction (Tadanac) October 1905. Number ‘3’ was described as standard gauge but may have been altered from narrow gauge in 1897 and used on the C&W standard-gauge line completed that year between Trail and a point on the Columbia River opposite Robson, the western terminus of the CPR’s Columbia & Kootenay Railway from Nelson. No record of disposition.

## Locomotives of the Columbia & Western Railway (TCT), 1895-1899

Locomotives were lettered for the Columbia & Western. This list is not from CPR records, and is compiled from multiple sources.

No.	Type	Builder	S/N	Date Built	Notes
1	2-6-0	Hinkley	1780	xx/1888	Acquired 11/1895, ex-North Western Coal & Navigation Co., an 0-6-0. Rebuilt to 2-6-0 by AR&C Co. Sold to McLean Bros. of Vancouver 11/1899. Worked on the Vedder Canal.
2	2-6-0	Hinkley	1781	xx/1888	Acquired 11/1895, ex North Western Coal & Navigation Co., an 0-6-0. Rebuilt to 2-6-0 by AR&C Co. Sold to WP&Y No. 64 10/1900. Scrapped xx/1918.
3	2-6-0	Brooks	578	xx/1881	Acquired xx/1896, exxx-Kansas Central 8; exx-U&N RR, ex-UP RR 102. Sold to White Pass & Yukon No. 65, 06/1900.

►► Town of Trail, B.C., in 1896, with the Heinz Smelter seen on the bench to the right. The scar seen on the hill between the smelter and the town is the railway climbing up to Smelter Jct. from the Trail Creek station on a 3.9% grade. The permanent track on this portion was laid with 8-foot-long standard-gauge ties, and the rails offset to allow for a third rail to be spiked down later. Track from the junction to Rossland was on the shorter cross ties. – Trail Museum

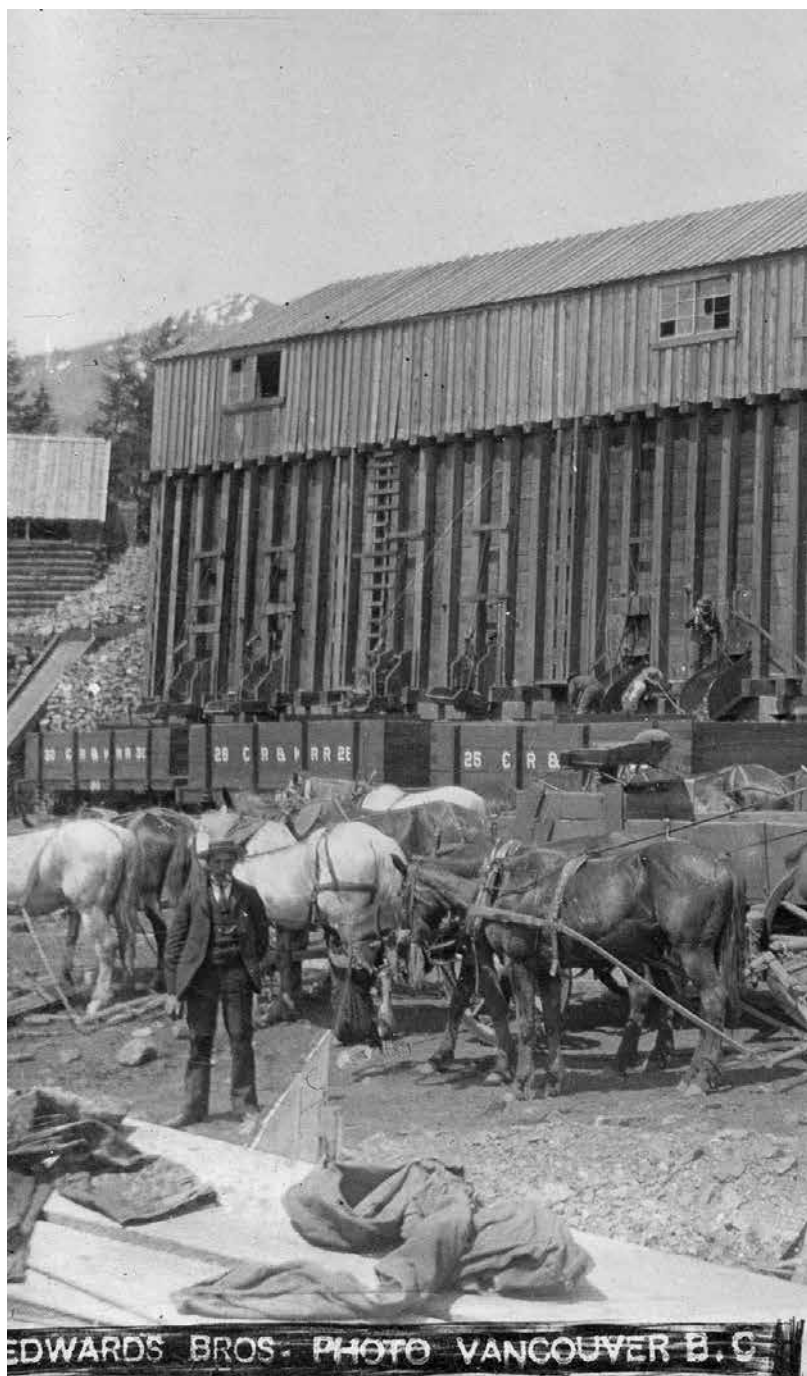
► A C&W engine is switching the bunkers below the Le Roi Mine near Rossland, B.C., in 1896. Cars are stenciled for CR&KR. Heinz had these cars lettered CR&KR RR before being shipped from the Alberta Railway & Coal Co. at Lethbridge. The Columbia River & Kootenay River RR was a fictitious railroad invented to draw the attention of W. C. Van Horne as a bluff, pretending to parallel the Columbia and Kootenay line between Nelson and Robson. This was an attempt to get lower favourable rates for products shipped in and out of his smelter. Van Horne, however, was not a man to be bluffed. – Edward Bros. photo; Cominco Archives; Royal B.C. Archives d-02396

from Castlegar to Rossland was shown in CPR records as being open to through traffic on August 8th, 1898. The line was referred to as the Rossland Section in the employee's timetables.

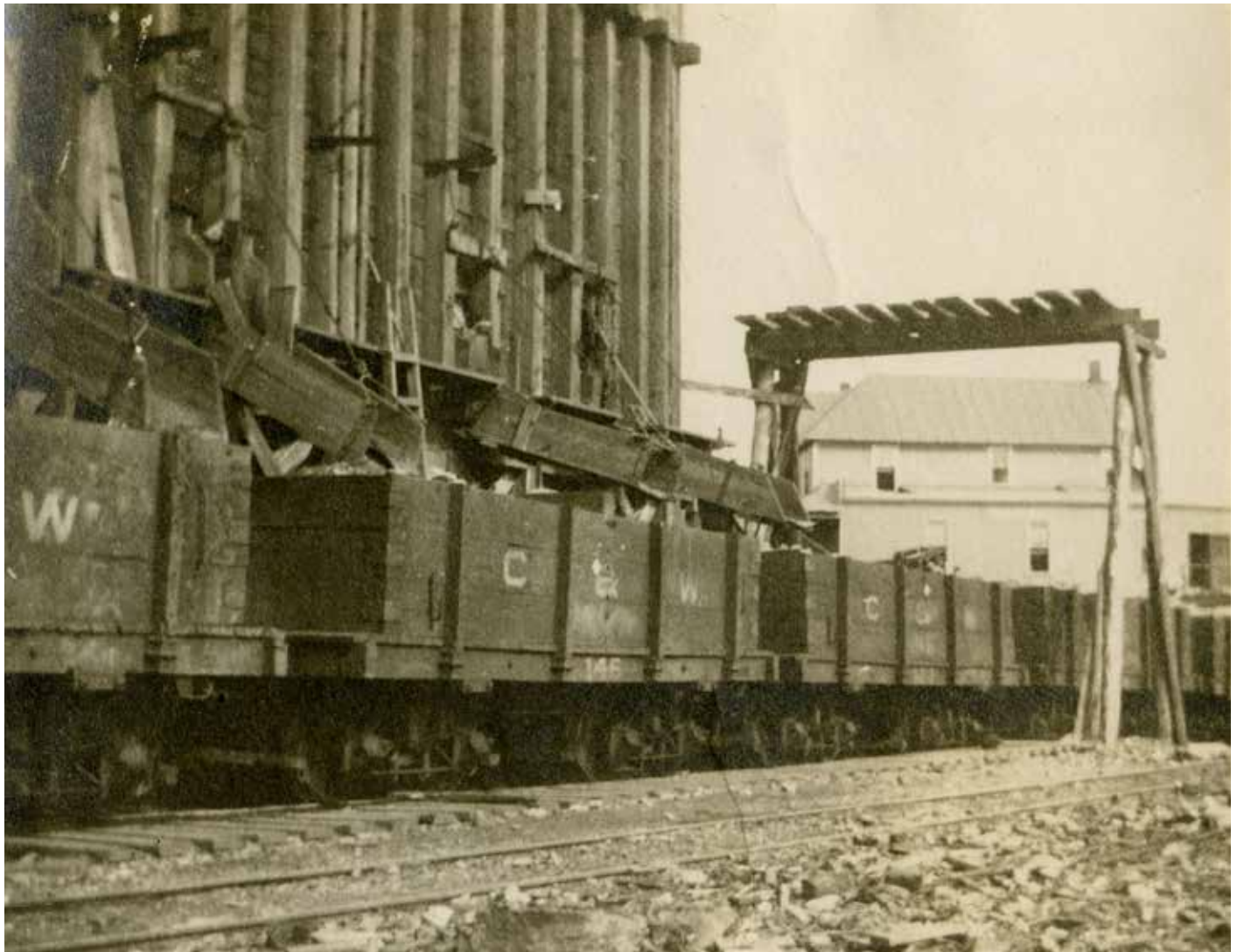
On July 12th, 1898, the railway was acquired by the Canadian Pacific Railway, to form a part of its new line from the Crow's Nest Pass and the Kootenay district. Under the new management, the narrow-gauge road had been largely rebuilt, the maximum curvature being reduced to 20 degrees and the roadbed being widened to 16 feet in cuts and 14 feet on embankments. Four of the 11 trestles were filled in, and the others were strengthened. The right-of-way at the Crown Point and Tiger wyes had to be re-engineered. Crews laid 60-lb. rails to standard 56½-inch gauge, finishing on June 15th, 1899. Tie plates, with three spikes in each, were used for holding the track to gauge without the use of rail braces.

The work of reconstruction, including the widening of gauge, was under the direction of Fred Gutelius, who had charge of its original construction and would become General Superintendent of the Rossland Branch of the Canadian Pacific Railway.

The contractors for the grading of the new line were Messrs. Winters, Parsons and Boomer. The work on the narrow gauge began during September and the line was open to standard-gauge







traffic all the way to Rossland the following year on August 5th, 1898. Dual-gauge operation continued until June 1899.

When the CPR acquired the C&W and its charter, the CPR also acquired the smelter at Trail. The smelter would become the Consolidated Mining and Smelting Co. (later Cominco Limited), a subsidiary of Canadian Pacific. CP's annual report shows the railway paid \$800,000 to Heinze.

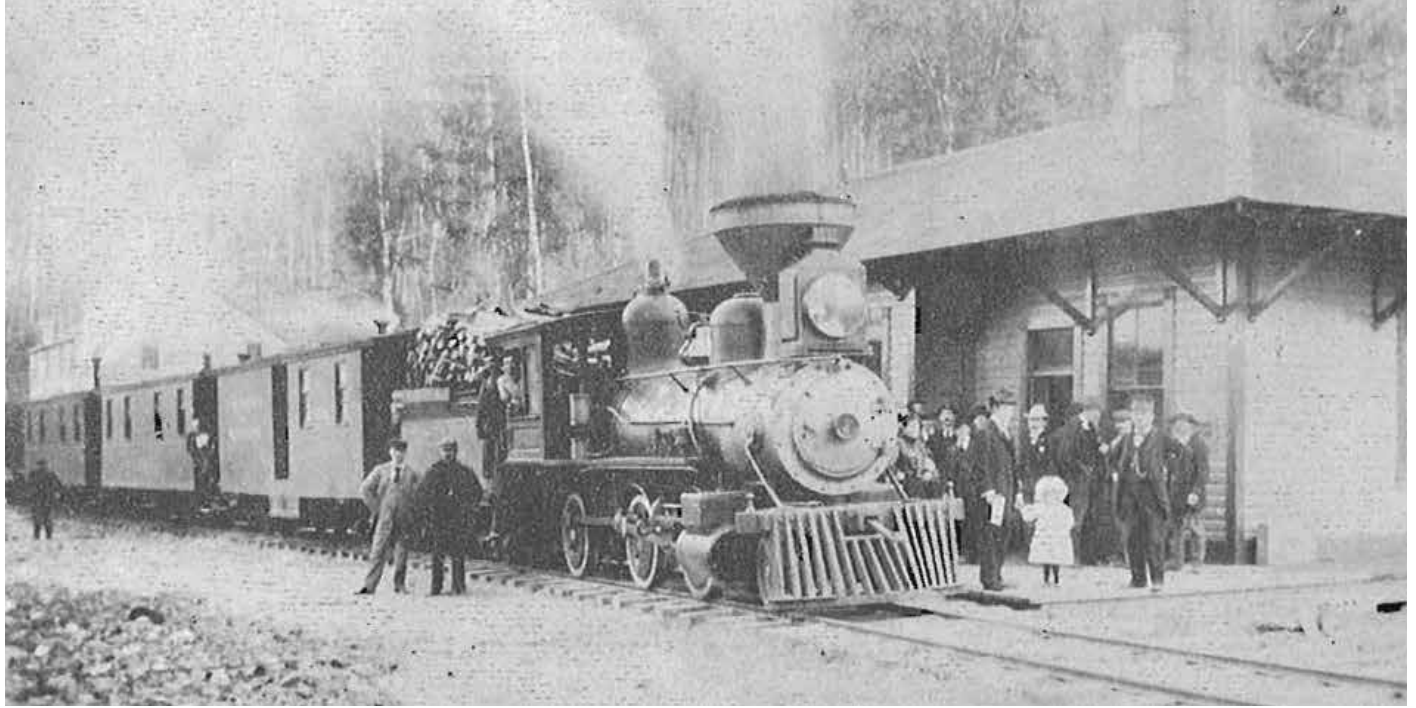
With the charter of the Columbia & Western in hand, the Canadian Pacific extended its operations west from West Robson to Midway, B.C., and opened to traffic on March 25th, 1900. Two years later, the CPR opened a short section called the Columbia River Crossing on July 15th, 1902, by building a bridge over the Columbia River between Castlegar and a point east of Robson to connect with the chartered Columbia & Kootenay Railway, which had earlier built west from Nelson. The C&K had opened from Nelson to Robson on the Columbia on March 15th, 1896. On completion, the through line from Nelson to Midway became the Boundary Section.

By March of 1896, the graders were nearly halfway to Rossland. The sternwheeler *Arrow* brought a barge down from the CPR at Revelstoke on March 26th, 1896, carrying a used narrow-gauge steam locomotive and four wooden coal cars from the Alberta

▲ Ore cars, now stenciled for C&W, being loaded at the Le Roi Mine in 1897. Daniel Corbin's standard-gauge Spokane Falls & Northern Railroad would soon arrive to compete for the Le Roi ore. -Credit TBD

► The first scheduled passenger train over the narrow-gauge Trail Creek Tramway prepares to leave Trail Creek on June 6th, 1896, bound for the copper mines in the Rossland area. The consist behind wood-burning No. 2 includes baggage car 23 or 25, and passenger vans 22 and 24, all of unknown origin. The three cars were box cars which had windows cut into their sides. Inside, the vans each had a double bench down their centers, the passengers sitting back to back, facing outward, feet braced against the sides of the cars for what was expected to be a rough ride. Six months later, the two former Utah & Northern narrow-gauge passenger coaches were added to the little fleet. Ore-haul train operations began on June 16th, 1896. -Cominco Archives; W. Gibson Kennedy Collection

► Service commenced on the standard-gauge portion of the Columbia & Western between West Robson and Trail Creek Landing station in December 1897, with CPR 2-8-0 locomotive No. 404 and CPR combination baggage and passenger car 1528 leased from the CPR. Both had been barged down from Revelstoke. The first train from West Robson, seen here, was photographed at Smelter Jct. The person standing on the pilot of No. 404 is believed to be Fritz Heinze. The man standing in front of the tender of 404 under the zero is believed to be Fred Gutelius. -Cominco Archives



Railway & Coal Co. At the mouth of Trail Creek, where Larsen's rails were lying, the locomotive was carefully unloaded. The Mogul-type locomotive had to be converted from a coal burner to a wood burner, and a big Radley and Hunter smokestack with its wide spark arrestor netting was applied. The engine was numbered '2' for the C&W Railway. The four wooden coal cars had their coal boxes removed and were refloored as flats. On April 1st, after posing for photographs, the locomotive and cars were ready to move rails and ties and the track laying began.

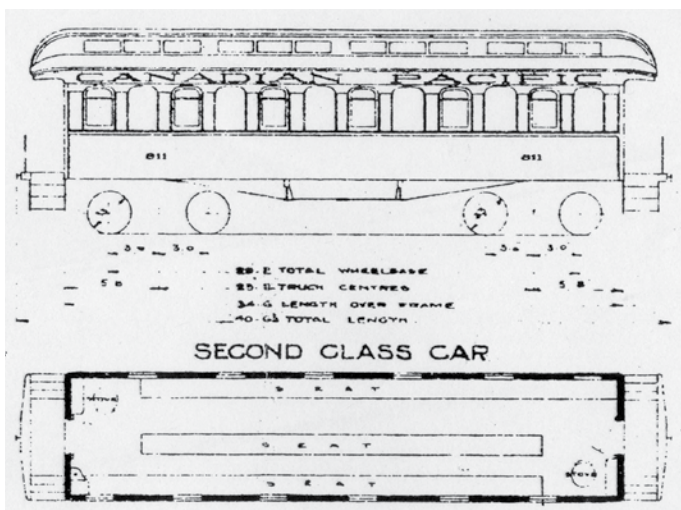
Shortly thereafter, the second locomotive arrived from Lethbridge by way of Revelstoke and steamboat. It would be numbered '1'. Like No. '2' it was built by Hinkley and was converted to burn wood. More freight cars would continue to arrive.

Narrow-gauge locomotives from the Utah & Northern were stored for sale at Pocatello, Idaho, and Salt Lake City, Utah. C&W No. 3 was found among those stored engines.

### History of Columbia & Western Official Car No. 10

Over the years, there has been much speculation in short stories and newspaper articles about what happened with this car, particularly because of its connection with Brigham Young (1801-1877), the second president of the Church of Jesus Christ of Latter-Day Saints (Mormon Church). Well-known American railroad authors such as Lucius Beebe struggled in the 1940s and 1950s to determine the whereabouts of this historically interesting car. Almost all failed in their quest. Some said the car went to Cuba, while most, including Omer Lavallee, said it went to the White Pass & Yukon. Beebe described the car's career as the stuff of legend, briefly emerging like the Flying Dutchman from a cloud of folk myth only to disappear again. The answer lay deep in the CPR's ledgers.

Its story begins with the completion of the Central Pacific and the Union Pacific on May 10th, 1869. The leaders of the Mormon church had wanted the Union Pacific to locate the new line so it would pass through Salt Lake City. Instead, the track was laid



▲To negotiate the obstacles on the line above Smelter Jct., the CPR ordered three Class C Shay locomotives from the Lima Locomotive Works in Ohio and numbered them 111, 112 and 113. The first of these, a powerful 91-ton, three-trucked, gear-driven locomotive, had been delivered in May 1900 and the last Shay was delivered in December 1903. The line was also known for its use of short-body conductor vans. –Royal B.C. Archives d-03655

◀Second Class day coach CPR 811 was former C&W official car 10. The interior was modified to bench seating, and Brigham Young's angels were gone. Reference CPR folio plan drawing No. 3433 1/7, dated December 1902. –Credit TBD

▶CPR Pacific No. 20 Employee Timetable, November 1st, 1901, page 9. –Credit TBD

through Ogden, Utah, and as a result the leaders of the church built their own line from Salt Lake City north to Ogden which would become the Utah Central. The Mormons then continued their railway north of Ogden towards the gold and copper fields and the Montana mining districts. This line was built to three-foot gauge and would later be built as far north as Garrison, Mont., where the narrow-gauge railway waited to be connected with the standard-gauge Northern Pacific, which was completed in August 1883.

Construction began on the Utah Northern in 1871 from the end of the Utah Central. The railroad ordered its rolling stock from various sources: locomotives from the Grant Works in Paterson, N.J., a passenger car from the York Works in York, Pa., and freight cars from a number of different builders. The line opened in 1872 and in July of that year two first-class coaches were delivered from Jackson & Sharp of Wilmington, Del. The two cars were described as having double seats, 36 inches wide on one side of a 17-inch centre aisle, and single seats, 19 inches wide on the other, which extended to the middle of the cars,

where the arrangement was reversed. Each car cost \$5,000 and was handsomely furnished with black walnut and chestnut woods. The cars were lighted by candles within fireproof brass casings. Each car had a length of frame of about 34' 10".

One of the first things the Mormons did on receipt of the two coaches was to rebuild one into a private car suitable for Brigham Young to use in his capacity as Chief of the Utah State and President of the Mormon Church. Legendary tales claim that angels were painted on the ceiling and, so folklore holds, gilt and scrollwork appeared in wildest profusion. When finished, the car, basically a parlor car, combined the best features of a business office and an episcopal palace, aboard which the bearded patriarch could travel extensively in saintliness and splendor though parts of Utah, surrounded by his wives, bishops, elders and other officials of the church, until his death in August 1877.

On April 30th, 1878, the Utah Northern Railroad was sold to the Union Pacific Railroad to become the Utah & Northern. It con-

Time Table No. 20, October 13th, 1901.

Westbound Trains				Rosland Section.				Eastbound Trains					
SECOND CLASS.				Miles from Rosland.	Telegraph Stations.	STATIONS.	Telegraph Calls.	Miles from West Robson.	SECOND CLASS.				
63	61	Mixed	62						64	Mixed	62	64	Mixed
g DAILY	g DAILY	g DAILY	g DAILY	g DAILY	g DAILY	g DAILY	g DAILY	g DAILY	g DAILY	g DAILY	g DAILY	g DAILY	g DAILY
18.00	8.00	0	D		Rosland	W	R N	32.3	12.15	22.40			
18.09	8.08	1.6			Union Avenue	W		30.7	12.05	22.30			
18.22	8.20	4.8			Crow's Point	W		27.5	11.47	22.12			
18.28	8.25	6.0			Thorp	W		26.3	11.42	22.07			
18.41	8.37	8.3			Warfield	W		24.0	11.30	21.55			
18.55	8.50	11.2	D N		Smelter Jct	W	S U	21.1	11.17	21.42			
19.11	9.04	15.7			Murphy	W		16.6	11.03	21.28			
19.18	9.11	18.1			Sullivan	W		14.2	10.55	21.20			
19.24	9.16	20.4			Cencelle	W		11.9	10.49	21.14			
19.28	9.20	21.7			Pouporc	W		10.6	10.45	21.10			
19.42	9.32	26.3			Watseglon	W		6.0	10.33	20.58			
19.55	9.45	30.7			Castlegar	W		1.6	10.25	20.43			
20.00	9.50	32.3	D		WEST ROBSON	W	V G	0.	10.15	20.40			

Train No. 62 will not leave West Robson until No. 61 has arrived.

Westbound Trains				Trail Branch				Eastbound Trains					
SECOND CLASS.				Miles from Smelter Jct.	Telegraph Stations.	STATIONS.	Telegraph Calls.	Miles from Trail.	SECOND CLASS.				
67	65	Mixed	66						68	Mixed	68	Mixed	68
g DAILY	g DAILY	g DAILY	g DAILY	g DAILY	g DAILY	g DAILY	g DAILY	g DAILY	g DAILY	g DAILY	g DAILY	g DAILY	
21.42	18.55	0.	D		Smelter Jct	W	S U	2.0	18.45	21.37			
21.62	19.05	2.0	D		Trail	W		0.	18.35	21.27			

Trains must not exceed a speed of six miles per hour passing Bluffs at Boomer's Landing, Blueberry Creek, China Creek, Murphy Creek. Freight Trains and Engines running from Rosland to Smelter Jct., must not exceed a speed of 10 miles per hour.

Comparison Clocks Registering and Bulletin Points } Rosland, Smelter Jct., and West Robson.

DISPATCHING OFFICE, NELSON. TELEGRAPH CALLS, D.C.  
 J. HAMILTON, Chief Dispatcher.  
 A. H. LEWIS,  
 N. S. FRASER,  
 L. H. S. ARMSTRONG, } Dispatchers.

J. S. LAWRENCE, Trainmaster, NELSON.  
 W. DOWNIE, Superintendent, NELSON.

continued to operate as a narrow-gauge railroad until the last of the line was converted to standard gauge in 1890. The narrow-gauge equipment was stored near Salt Lake City to be sold off or scrapped. Some locomotives were stored at Pocatello, Idaho.

In 1896, about six months after operations began on the C&W, W.H. Garlock, the mechanical manager for the C&W, went with Heinze to look for additional equipment for the TCT. They were able to locate a private car, a first-class coach, six boxcars, 11 flat cars and a locomotive, all from the Union Pacific's stock of former U&N equipment. Heinze was impressed by the splendor of the private coach. He concluded that it was just the thing for his narrow-gauge line. Nothing, in the opinion of the magnate, could be too glittering or expensive for the organization that he was building, so Heinze bought Brigham Young's small palace on wheels for use on the line between Rosland and Trail.

In Trail, it was rebuilt to suit President Heinze's much more worldly tastes, with one half fitted up as a drawing room with lounge. Eyewitnesses testify that the angels and seraphim were retained to look down on the antics below and to gratify Fritz Heinze's irreverent sense of humor. In December, the private car made its first run with the contractors from Butte who were bidding on the C&W standard-gauge extension to West Robson.

"It was a very fancy affair," recalled H.W.R. Moore, a Victoria, B.C., barrister who years earlier was editor of a Nelson, B.C., newspaper. "I rode in it often and was rather dazzled by the gilt and glitter of the interior. I recall that there was a frieze of cherubs and flowers, all done in gaudy colours, while painted angels trailing diaphanous garments fluttered above the heads of the passengers on the roof. ... It used to strike me as most incongruous to see these representations of saintliness, while the passengers were a motley lot of grimy and tattered prospectors, opulent mining promoters and rough miners."

After the Rosland-Trail line had been converted to standard gauge, the car was stored at Smelter Jct., together with other TCT narrow-gauge rolling stock awaiting disposition as of June 15th, 1899. The 29.3 miles of track from Castlegar to Rosland had been placed in operation as standard gauge on August 5th, 1898.

Meanwhile, during the conversion period, CPR internal correspondence indicated that the Company was looking for ways to use the day coaches. One idea was to convert them to cabooses while another was to convert them to fruit express cars. However, Richard Marpole, General Superintendent of the CPR's Pacific Division in Vancouver, and William Whyte, Manager of CPR Lines west of Fort William, agreed that two cars should be sent to Farnham, Que., for conversion to standard gauge and then returned to Trail to be used in the passenger service. The cars were shipped east, C&W 10 was renumbered CPR 811 and C&W 12 was renumbered CPR 812. Both cars were altered to 'Second Class' day coaches equipped with standard-gauge trucks and MCB standard couplers and returned west in March 1900. Car 811 was transferred back east in late 1903, altered for auxiliary work service, and renumbered CPR 4502 in October 1904. Nearly six years later, in June 1910, the car was again renumbered at Trois Rivieres as CPR 303552. A final renumbering to CPR 403552 came in April 1914. The car continued in work service until it was retired in 1935 and dismantled at age 63. ■

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