

CPR BOUNDARY SUBDIVISION

August 24, 2020

Solo Operating Session



compiled by; Scott Calvert



After the 25 mile trip from Nelson, Extra 8909 Castlegar turn arrives in Castlegar to begin the local switching work.



While Extra 8909 eases up to a stop at the station to receive its next set of orders, westbound Extra 8556 throttles up for its departure for its destination in Nelson.



Extra 8556 pulling up to the South Slocan station. Since the train order board is down, there must be some paperwork to pick up from the agent. The Slocan Turn can be seen in the background.



Meanwhile, back in Castlegar, the crew of 8909 has commenced its work and is seen here switching the Feed Company.



Castlegar yard is quite busy this trip, and 8909 is pulling some westbound cars to add to the westbound train.



Having completed the work, the crew of 8909 spots the loco & caboose on the wye track next to the station & books off for the day. They will return to Nelson tomorrow.



The crew of Extra 8425 west has now received their clearance and orders from the Castlegar operator and is starting to roll towards the upcoming 2.2% ascending grade leading to the summit at Farron



Drifting past the Coykendahl station taking advantage of the reduced grade at this point. Many years ago, there was an active operator here, however, now it is quiet. The structures are abandoned and will soon succumb to either an arsonist's wish, or the demolition crew.



Emerging from the 2900 foot long Bulldog Tunnel and easing into Tunnel siding. The steep climb of 2.2% will thankfully end in 8 miles when we reach the summit at Farron.



Porcupine was once a timetable siding, but in the 60's it is nothing more than a short stub track used for MOW equipment.



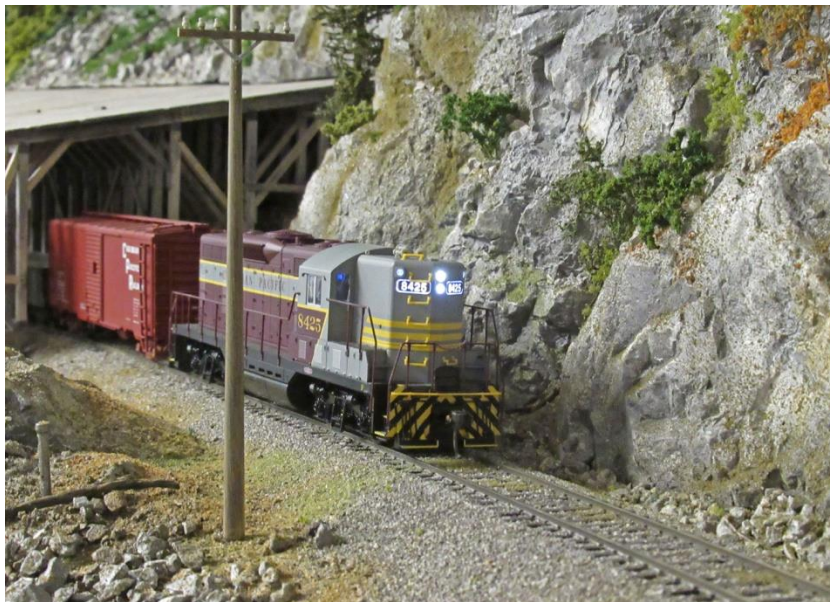
Extra 8425 eases up to the Farron station while Work Extra 8420 is holding on the Farron siding.



Our conductor has disembarked and is in the station getting further orders from the Farron operator.



Relieved to be past the summit, Extra 8425 now drifts downgrade approaching the Paulson snow shed. This shed survived into the late 60's or early 70's when it was replaced by an electric slide fence.



Emerging from the west end of the Paulson snow shed.



Extra 8425 emerging from the west portal of the 365 foot long Paulson tunnel, just a short distance down grade from the snow shed.



A precarious vantage point; this image is taken from atop the Snow Slide steel truss bridge at MP 69.3



Easing gently across the very un-prototypical 400 foot long lift bridge that spans across the room entrance!



Our trip comes to an end as we slowly proceed into track #1 in the temporary west staging yard.



And finally; just to prove that I do actually operate trains on my own layout, here is a shot of the author in Castlegar!!



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