Myra Canyon Trestle Restoration Society would like to recognize those organizations that have provided support to the promotion of this National Historic Site.

Thanks to our partners

For travel information visit www.tourismkelowna.com or call Toll Free: 1-800-663-4345
The world-famous Myra Canyon is located approximately 18 kilometres southeast of downtown Kelowna. Best access to the Canyon is by way of McCulloch Road and Myra Forest Service Road to Myra, the east entrance to the 18 trestles and two tunnels. Alternate (routher) access to Ruth, the west entrance, is via June Springs Road and the Little White Forest Service Road. Myra and Ruth are approximately 12 km apart.

The 2003 Okanagan Mountain fire destroyed or damaged many of the trestles but they have all been fully restored. The old railway bed can be walked or cycled with ease, with spectacular views of the Canyon and Lake Okanagan along the way. The route is relatively level and there are no impediments to handicapped access.

The Myra Canyon section of the Kettle Valley Railway was built between 1912 and 1914. It was part of a “Coast to Kootenay” railway line that linked Midway, in British Columbia’s Boundary District, with the Canadian Pacific Railway main line at Hope. The railway carried freight and passengers through the Myra Canyon until passenger service ended in 1964 and the last scheduled train went through in 1973. The tracks were removed in 1980.

“McCulloch’s Wonder”
In a truly outstanding feat of railway construction engineering, KVR Chief Engineer Andrew McCulloch managed to locate, lay out, and construct a railway directly through the Myra Canyon by seemingly hanging the supporting engineering works around the rim of the canyon, several thousand feet above the canyon floor. On the whole length of the railway through the Myra Canyon only two tunnels and three deep rock cuts were required.

No sooner was the rail line open than the awe-inspiring works high up on the mountain side in the Myra Canyon were recognized as constituting a phenomenal feat of railway engineering and construction; and McCulloch’s assistant engineers began to refer to the Kettle Valley Railway as “McCulloch’s Wonder”.

Adapted with the permission of Parks Canada from the Historic Sites and Monuments Board of Canada report prepared by Robert W. Passfield, Historian, Parks Canada Agency.