

## NORTHERN EXPOSURE

Canada's Rocky Mountaineer train cuts through the heart of the Rockies, and explores how a country came to be.

By Robert Reid photographs by Susan Seubert

### 探索北方

加拿大洛磯山登山者號火車穿越洛磯山脈的心臟地帶，探索這個國家的發展脈絡。

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The next step up Mount Norquay requires a lunge of faith. Looking over my sunglasses, slipping in sweat, I see I must now go left and out, across an outcrop of rock that juts some 200 feet above nothingness. I look at my red knuckles, gripping the tiny iron rungs bolted on the face of the cliff, and utter an expletive. (My mind knows I'm safely harnessed and tethered, but my body doesn't believe a word of it.) I swing my left foot across the brittle rock, landing it on an inch-shallow ledge. I stay like that, hanging on, straddling a mountain face outside Banff in the Canadian Rockies, as close to spread-eagle as my 47-year-old frame gets.

接下來登上諾奎山(Mount Norquay)需要一股勇於飛撲的信心。我戴著太陽眼鏡眺望，眼鏡因汗水滑低了些，我知道我必須立即靠左走出，橫越一塊突出的岩石，其下方是 200 英尺高的深淵。看著我脹紅的指關節，緊握著固定在峭壁上的小小鐵製橫桿，我發出一聲驚呼。(雖然心裡清楚我穩穩地拴在安全背帶上，但身體卻壓根兒不這麼想。)我用動左腳越過那塊脆弱的岩石，踩在一處僅一英吋寬的突出面上。然後就維持那樣的姿勢，我這一身 47 歲的老骨頭幾近如同老鷹展翅般，跨立在班夫(Banff)外加拿大洛磯山脈，其中一座山的表面上。

Wait, wasn't I supposed to be on a train trip?

It started that way. In three days, I got to Banff from my home in Portland, Oregon, partly by rail. It's not only a gorgeous ride, cutting across the snow-capped Rockies and river gorges, but also a historic one.

等等，我不是應該在進行一趟火車之旅嗎？

起初是那樣的沒錯。我從奧勒岡州波特蘭市(Portland, Oregon)的家出發，有時候搭乘火車，三天後我抵達了班夫。這趟火車行穿越了白雪覆頂的洛磯山脈和峽谷，其不僅絢麗，更富有歷史意涵。

Sir John Macdonald, Canada's beloved first prime minister, built the Canadian Pacific Railway in the 1880s to turn Canada into a unified, transcontinental nation. Eventually it spawned the country's national park system, opened up the mountains to tourism, and led to development of Canada's first luxury hotels. The only way to traverse the historic railway's most rugged stretches is the *Rocky Mountaineer*, a luxury excursion train from Seattle to Banff (with overnight stops in Vancouver and Kamloops). That gives plenty of opportunity to consider the essence of Canada. Oh, yes, and dine on three-course meals while sipping Okanagan Valley wines.

受到人民喜愛的加拿大第一任總理約翰·麥克唐納爵士(John Macdonald)先生，於 1880 年建造了加拿大太平洋鐵路，將加拿大改造成一個東西橫貫統一的國家，更因此孕育了國家公園體系，開放山林觀光，帶動第一批高級飯店的發展。想遊歷這條歷史悠久的鐵道線最為崎嶇的地段，搭乘洛磯山登山者號是唯一的方式。這是一班豪華的遊覽列車，從西雅圖出發最後抵達班夫(途中會夜宿停靠溫哥華以及甘露市)。這趟鐵路旅途讓旅客有機會去思考加拿大這個國家的本質。噢，當然，乘客也會一面享用三道菜餚，一面品嚐歐肯納根山谷(Okanagan Valley)出產的冰酒。

U.S. AND CANADIAN flags stand on either side of the *Rocky Mountaineer's* eight cars in Seattle, as I—and about 150 others—board the train. Soon the rails take us alongside Puget Sound, where we pass stacks of crab pots on the water and barns labeled “APPLE” and “CIDER.” By the time we pass the “Peace Arch,” built on the two nations' border, passengers have loosened up. When we chug toward Vancouver's glittering glass skyline, a father of a family from Mumbai breaks into a lullaby. The 60-something couple from Boston across the aisle asks what it says.

當我和其他約 150 名旅客在西雅圖上車，美國和加拿大的國旗立在洛磯山登山者號八節車廂的左右兩邊飄揚。很快地火車載著我們沿普吉特海灣前進，水面上浮載著一整列的捕蟹簍以及標示有「蘋果」和「蘋果汁」的倉房掠過我們眼前。當我們通過在兩國邊境上建造的「和平門」後，乘客們也放鬆下來。伴隨著火車戚戚嘎嘎的聲音，正當我們朝著溫哥華光亮的天際線前進，火車上來自孟買的那一家子，爸爸突然哼起了搖籃曲。而在走道另一頭的波士頓夫婦，年紀約 60 歲出頭，問起這首曲子的意思。

“It means, ‘I love you, but don't make me wait.’”

「意思是：我愛你，別讓我等候。」

I check into the Fairmont Hotel Vancouver, then rush off to a downtown bar above a 7-Eleven. Opened as a members-only club for (male) Canadian Pacific railway workers in 1931, the Railway Club is now a music venue with worn wood floors, a small stage area, a nook for darts, and a hidden lounge. It's Friday, it's busy. And not everyone is sober.

我入住溫哥華費爾蒙特酒店(Fairmont Hotel Vancouver)，接著就衝到市中心一間位於 7-11 便利商店樓上的酒吧。酒吧在 1931 年開幕，當時這間採會員制的俱樂部，僅招待加拿大太平洋鐵路公司的男性工人，而今日則轉變為一家音樂酒吧，酒吧有著老舊的木質地板、一處小舞台、一隅飛鏢區、和一個隱密的交誼廳。今天是星期五，酒吧相當忙碌，有的人已進入了酒鄉。

I'm listening to an indie music band playing from the bar. "Did you know this is where k.d. lang got her break?" a woman next to me asks. I didn't. Samantha Kuryliak, an Ontario expat and off-duty bartender, says new bands begin here, and she loves it because all sorts of people come. "I have one regular who has come three times a week for 30 years. He's 75."

我聽著酒吧播放獨立樂團製作的樂曲。「你知道凱蒂蓮(k.d. lang)在這兒發跡的嗎？」隔壁一位女人問我。我不知道。撒曼莎·可瑞里亞克(Samantha Kuryliak)，一位從安大略省(Ontario)移居此地的酒保，今天沒上工，她說新樂團在這裡發跡，她愛這家酒吧是因為形形色色的人會來到這裡。「我有一位常客，30 年以來他每星期都會來這三次，今年他都 75 歲了。」

We have a full day to explore Vancouver, so in the morning, I hop on a free shuttle to the Capilano Suspension Bridge, Vancouver's most popular attraction. It was built from hemp rope and cedar shortly after the railway reached town. First Nations groups called it the "laughing bridge" for the sounds the wind made whipping through its loose planks. It's sturdier now, running 450 feet above a canyon and leading to elevated walkways between 250-year-old Douglas firs.

我們有一整天的時間去探索溫哥華，因此早上我跳上一輛前往卡皮拉諾吊橋(Capilano Suspension Bridge)的免費接駁車，這座吊橋是溫哥華最著名的旅遊景點。橋身的建材是大麻繩和香柏，當年鐵路開通到市區後就開始興建。當風迅速地吹過橋上間距頗寬的木板時，會發出如同笑聲的聲音，加拿大原住民族就稱呼它為「會笑的橋」。而今被修築地更堅固的橋身，就跨越在 450 英尺深的峽谷上方，橋的盡頭通往架高的步道，兩旁是生長了 250 年的北美黃杉林。

Later, from the former CPR train station, a neoclassic building now serving as a SeaBus ferry terminal, I cab it to Yaletown. It's there I find a 19<sup>th</sup>-century roundhouse, constructed to service trains. It's home to Engine 374, the first train to pull into town (in 1887).

稍晚，我從海上巴士渡輪的終點站(一棟新古典主義的建築，前身是加拿大太平洋鐵路的火車站)乘坐渡輪到了耶魯鎮(Yaletown)。在那裏我發現一幢 19 世紀的火車頭車庫，當時是保養維護火車的地方，現在則停放了蒸汽火車頭 374，它在那時是第一輛駛入市區的火車(1887 年)。

Inside, Craig McDowall, a gray-haired volunteer with a handlebar mustache, has been a train spotter since he was five. He played on the 374 as a kid when it was stationed in Kitsilano Park. Misreading me as a fellow train aficionado, McDowall calls up some steam engine videos on his laptop, then points me to the steps of the steam engine cab to pull the whistle. "Go on," he says with a nod. I don't think I have a choice, so I step forward, pull a cord, and reward myself—and a couple of Texan visitors loitering nearby—with a bellow that echoes across the brick floor.

在裡頭我遇見克雷格·麥克道爾(Craig McDowall)，這一位頭髮灰白的志工，他留著翹鬍子，從五歲起他就是個火車迷。火車頭 374 停駐在基斯蘭奴公園(Kitsilano Park)時，還是個孩子的他就在上面玩耍。他誤認我也是熱愛火車的同好，用筆記型電腦展示了一些蒸汽火車的影片，又指示我登上蒸汽火車頭的階梯，去拉拉看它的汽笛。「拉呀」，他點頭鼓勵我。我想這下別無選擇了，於是就走向前，拉動一條繩索，火車頭回應我一陣嗚嗚的汽笛聲，回音在磚造的地面上迴盪，這時幾個德州來的旅客正巧在附近閒逛。

Early the next morning, the *Rocky Mountaineer* has expanded into a 23-car train for more than 600 passengers. A bagpiper, dutifully kilted, offers a brief sign-off, as we all board and head east into a scene that looks like an ending shot of an early *Lord of the Rings* film: an impossible barrier of rocky peaks. Over the next two days, we will take them, and many more, as we cross the girth of British Columbia's canyons, cliffs, snowy summits, and green meadows of sedge where, we're told, black bears like to dine in full view of the passing train.

隔日清晨，洛磯山登山者號增加到 23 節車廂，容納超過 600 名的乘客。全體旅客都上車後，一位穿著傳統蘇格蘭短裙的風笛手作了一段簡短的信號聲響。我們往東方前進，眼前出現像是電影魔戒早期的片尾場景：岩層結構的重重疊嶂，讓人歎為觀止。接下來的兩天，我們將越過眼前的山巔，山峰連綿，穿越不列顛哥倫比亞省綿延的峽



谷、巖壁、白雪皚皚的山頂，和茫茫綠野的苔原，有人跟我們說黑熊喜歡一面看著火車呼嘯而過，一面進食呢。

A half hour out of Vancouver, the sun streams through the clear roof of the top-deck panorama car. I watch as we pass cranberry farms and raw logs stored on rivers, while the vista gradually narrows, with spruce and pine trees and exposed rock walls edging closer to our windows. At Yale, I search for—and miss—a diminutive memorial to the thousands of Chinese workers who helped build the railway.

列車駛離溫哥華半個小時後，陽光從全觀景列車明淨透亮的車頂灑下，當我正欣賞小紅莓園和貯存在河面上未加工的原木時，雲杉及松樹群和裸露的岩壁朝我們的窗子漸漸地靠近，窗外的景色也變得愈來愈狹小。在耶魯鎮，我試圖尋找一座紀念著成千上萬名出力建造這條鐵路的中國移工的小型紀念碑，可惜一無所獲。

For most of the morning we've been following the "Mighty Fraser," watching the river transform from a peaceful, frosty green into, as Hugh MacLennan describes it in *Seven Rivers of Canada*, the "most savage river of the continent." In its 854 miles, it drains an area of 85,000 square miles with melting snow and debris from seemingly lifeless peaks. The Fraser rumbles down the canyons, pouring through the tight Hell's Gate and swallowing whole rivers that join it. I don't want to kayak that thing.

幾乎整個早上我們都順著「偉大的弗雷澤河」而行，見證結霜寧靜的綠色河面，轉變為休·麥克倫南(Hugh MacLennan)在《加拿大的七條河》一書裡所形容的「這塊大陸上最兇猛的河流」。弗雷澤河長達854英里，流域廣達八萬五千平方英里，河水混合了來自了無生氣山頂的碎石和融雪。弗雷澤河的滾滾河水流過多處峽谷，沖刷著河道狹窄的地獄之門，百川匯流。我一點也不會想在這裡泛舟。

After an overnight stop in Kamloops, a historic trading town on the Thompson River, we're off again. At Craigellachie, I spot the marker for the last spike, marking the end of the CPR construction in 1885.

我們夜宿甘露市(Kamloops)(這是位於湯普森河流域的著名歷史商城)後，再次出發。在克雷蓋拉希鎮(Craigellachie)，我看到加拿大太平洋鐵路在1885年完工的標記，標示著最後一根釘的記號。

But it's the last five hours of the three-day ride that steal the show. Wide patches of woods climb in green waves up rocky bluffs whose mountaintops are coated in snow. Soon we enter a tunnel, looping on a dark path shaped like a cursive L, then pop out again to find the familiar mountain landmarks have been inverted. We enter another tunnel and

reappear in British Columbia, near the Continental Divide. Rolling under mountain peaks, the train cuddles up alongside the delicious banks of the blue-green Bow River. I join others in the open-air vestibule, snapping photos, until we pull into Banff. It's been a 28-hour ride from Seattle.

然而這三天的旅途中，最為搶盡風頭的卻是最後五小時的路途。廣闊的森林聚落像是碧綠的波浪般，攀上山頂積雪的斷崖。很快的我們駛進一個隧道，黑暗中火車繞著像是草寫 L 的路徑，然後又駛出隧道，發覺那熟悉的山巒地標翻轉到另一面。接著我們又進入了另一個隧道，並且在不列顛哥倫比亞省(British Columbia)的大分水嶺旁重見天日。列車從群峰頂端顛簸而下，緊貼著青綠色的弓河(Bow River)河岸行駛，風光秀麗。我走到露天的車廂過道，和其他乘客一同拍照，直到火車抵達班夫。從西雅圖至此，此趟車程共歷經 28 個小時。

The Banff Springs Hotel is a castle-style hotel that dates to 1888, when rail execs set up railway hotels like this. The next day, visiting Banff's Whyte Museum, I read that the second CPR president, William Cornelius Van Horne, said, "If we can't export the scenery, we'll import the tourists."

城堡式外觀的班夫溫泉大飯店興建於 1888 年，當年鐵路公司的主管們都打造此種風格的飯店。隔天我前往參觀班夫懷特博物館，讀到了加拿大太平洋鐵路公司第二任董事長威廉·科內利厄斯·范·霍恩(William Cornelius Van Horne)說過的一句話：「假如我們無法輸出如此優美的景緻，那就將旅客帶領進來。」

Photos there also show early surveyors with pickaxes who climbed peaks to plot the future course of the CPR. Eventually they discovered the springs that made Banff Springs famous and spawned the Alpine Club of Canada, founded in 1906 and run by Swiss guides. So, all of this started with bearded men in suspenders climbing mountains. I hate heights, but I had to try. Chucky Gerard, wearing a sprout of red hair dangling off his chin, teaches mountaineering classes and leads first-timers like me up Mount Norquay, a ski mountain that opened the *via ferrata* (a course of bolted steel cables) last summer. He's also something of a psychologist, with his words of affirmation and encouragement.

從博物館展示的照片，也能看到早期的測量員攜帶鶴嘴鋤，攀上山峰去劃定將來鐵路行駛的路線。後來他們甚至發現了溫泉，使得班夫溫泉聲名大噪，加拿大登山俱樂部也於 1906 年成立，並由瑞士籍導遊所經營。總之，如今這一切皆始於幾個穿著吊帶褲、長著鬍子去登山的男人們。我一向討厭登高活動，但終究得嘗試。下巴留著紅色

鬍渣的一位名叫查克·傑拉德(Chucky Gerard)的男人，傳授登山課程並且帶領像我這樣的初學者攀登諾奎山，去年夏天可以滑雪的諾奎山開始了鋼索攀岩的活動(這是使用固定的鋼索進行攀岩的課程)。他也像是一位心理學家，因為他的話語帶給我堅定和鼓勵的力量。

Whatever. They work, and he gets me to cross the feared chasm. At the top, the wind whips around in a refreshing way. I hear a long, distant whistle. I look down to spot a 100-car freight train passing through.

It takes a lot to build a railway, I'm realizing. Or a Canada.

總而言之，這些話語相當有用，他幫助我跨越了恐懼的深淵。山頂上，令人神清氣爽的風在身旁呼嘯著。我聽見遠方傳來一聲悠長的汽笛，向下望去，我看見一列 100 節車廂的貨運火車奔馳而過。

我終於體悟到，需要耗盡多少歲月、多少人力去建設一條鐵路；建立起像加拿大這樣的一個國家。

## PLANNING YOUR TRIP

### ALL ABOARD

Railroads have played a big part in Rocky Mountain history, so sit back, relax, and enjoy the story-telling as the *Rocky Mountaineer* takes you through miles of spectacular scenery, making overnight stops in both quaint towns and iconic cities. Each of the train's four routes (right) offers its own distinctive adventure; all packages have customizable luxury options.

規劃您的旅程

#### 請上車

鐵路在洛磯山脈的歷史中佔有重要的一席之地，所以，請舒適地坐著、放鬆，然後乘坐洛磯山登山者號列車越過廣大無邊的壯麗景觀，在古雅的城鎮和具指標性的城市過夜，娓娓向您訴說它的故事。共規劃四條火車路線(如右)，每條路線都有各自獨特的探險；所有套裝行程皆提供豪華的客製化服務。

**SERVICE** Guests select from two classes of service, each offering gourmet dining, comfortable hotel accommodations, wide window panoramas, and outdoor or open-air viewing.

#### 服務：

有兩種等級的服務供旅客選擇，兩個等級皆有提供美味的佳餚、環境舒適的酒店、寬敞的全景觀車窗、以及在戶外或露天的車廂欣賞風景。

**CUISINE** Enjoy regional wines and fresh, local ingredients — wild Pacific salmon, Alberta beef, and seasonal fruits and vegetables — in dishes

(right) prepared by innovative chefs.

**餐點：**

品嚐當地釀造的美酒和以新鮮、在地食材烹調的菜餚，都是由手藝創新的主廚使用深海大西洋鮭魚、亞伯達省牛肉、和當地蔬菜水果所調製而成。

**ACCOMMODATIONS** Unwind at the end of exhilarating day in style at a fine hotel, such as the Four Seasons in Vancouver or the Fairmont in Banff Springs.

**住宿：**

結束興奮愉悅的一天之後，您可以在風格獨特的舒適酒店裡，放鬆疲憊的身軀，溫哥華的四季酒店和費爾蒙特集團的班夫溫泉大飯店是您的最佳選擇。

**WILDLIFE** Watch for these wild creatures, while on your train journey: bear, elk, deer, moose, mountain goats, bighorn sheep, bald eagles, and ospreys.

**野生動物：**

在您的火車之旅途中，留意這些野生動物的蹤跡：熊、駝鹿、加拿大馬鹿、麋鹿、北美野山羊、大角羊、禿鷹、和魚鷹。

**WHEN TO GO** Most *Rocky Mountaineer* trips are offered April through October.

**何時動身：**

洛磯山登山者號的旅遊行程多數在四月到十月開放參加。

Got to [rockymountaineer.com](http://rockymountaineer.com) to plan your trip.

請至 [rockymountaineer.com](http://rockymountaineer.com) 開始規劃您的旅程。