

PACIFIC
GREAT
EASTERN
RAILWAY

C. H. RIFF

ties be provided, and is trying to have the matter arranged.

Grand Trunk Ry.—G. Mountain, Chief Engineer, Board of Railway Commissioners, visited Brantford, Ont., Oct. 27, to inspect several crossings over the G.T.R. which the city is desirous to have eliminated. Arrangements were made for the reduction of speed of trains at the Market St. crossing, the erection of a semaphore at the Clarence St. crossing, the maintenance of which is to be apportioned between the city and the company by the Board of Railway Commissioners, and for the putting in of a subway at the St. Paul's Ave. crossing, provided the Board decides that this is the only way protection can be given. (Nov. pg. 447.)

The timber overhead bridge at Watford, Ont., is being replaced by a steel structure. In connection with this work there is a considerable amount of grading and filling to be done.

Great Northern Ry.—A U.S. press report states that the G.N.R. is considering plans for the electrification of its lines running into Vancouver, B.C., as well as other lines in Washington. So far only an official statement has been made in respect of the lines converging on Seattle, Wash. This work is expected to take three years to carry out, and it is stated that hydro electric power will then be developed in the Hope Valley district for use on the lines converging on Vancouver.

It is expected that the company's new station building on the False Creek flats, Vancouver, will be ready for occupancy, April 1. The building is 375 ft. east of Main St., and just north of the Main St.

St. John, N.B., terminals has been let to Engineers and Contractors, Ltd., Moncton, N.B. (Nov., pg. 447.)

Lachine, Jacques Cartier & Maisonneuve Ry.—Application is being made to the Dominion Parliament for an extension of time for the construction and completion of the line authorized by sec. 1, chap. 93 of the statutes of 1914. This company is a G.T.R. subsidiary, and W. H. Biggar, K.C., is solicitor for the applicants.

Pacific Great Eastern Ry.—Various reports state that track laying is being proceeded with from Clinton north-easterly, and that grading and other work is in progress from Squamish to Fort George, B.C. This is the section of the line which it is desired to complete as early as possible. Track was laid into Clinton in 1915, and trains from Squamish have since been in operation. With some small exceptions the grading was completed in Fort George. It is not, however, expected to have the track laid to Fort George this season.

A press report states that a contract has been placed in the United States for the delivery early in 1917 of 27,000 tons of steel rails.

We are officially advised that the following buildings are being erected this year:—At Squamish, locomotive repair shop, 80 x 150 ft.; frame construction with concrete piers; store houses, 60 x 80 ft., frame construction; track scales, 50 ft., platform, timber supports, concrete foundations. At Lillooet—four stall locomotive house and bunk house, 24 x 56 ft., both of frame construction. In addition to these frame section houses are to be

of junction with the Quebec Ry., Light & Power Co.'s Ry. at Cap Tourmente, Quebec, in 1912, the line was about 95% grade to Pointe au Pic, near Murray Bay, Quebec, 50 miles. Since that date considerable washouts and slides have occurred, and these will have to be repaired before any tracklaying can be done. The contractor are now at work on the track where these washouts and slides took place. The line being now about to become Government property, the ties for the line, which reference was made in our November issue, are being purchased through R. W. Simpson, General Fuel and Ties Agent, Canadian Government Railways. Tenders for track and switch ties, according to the C.G. Ry.'s specifications, have been called. The construction work on the line is being carried out under the charge of A. Dick, Division Engineer, Quebec.

The line starts at Cap Tourmente, 30 miles from Quebec, which mileage has been acquired from the Quebec Ry., Light & Power Co., and extends to Nairn's Falls. Track has been laid on the line from Pointe au Pic to Nairn's Falls, 7.3 miles, leaving the 50 miles from Cap Tourment to Pointe au Pic to be completed. (Nov., pg. 447.)

St. John and Quebec Ry.—The section of this railway now under construction from Gagetown to Westfield, N.B., runs down the St. John River Valley, about 20 yards from the right bank of the river. The connection with the C.P.R. near Westfield is below Pamomkeag, at Westfield Beach. A supply line of railway has been built from Westfield Beach to the Nerepis River. The contractors and sub

when a contract for the construction of the Second Narrows bridge was let to C. A. P. Turner and the Western Foundation Co.

Edmonton, Dunvegan & British Columbia Ry.—A press report states that the general contract for the 54 mile extension of the main line from Spirit River to the B.C. Rock, Alta., has been let to McPherson & Quigley, Edmonton, who have let subcontracts to W. T. Craig, G. Webster, T. Timothy, F. V. Riley and A. McGregor. The general contractors will do part of the grading themselves. This mileage is expected to be completed this year. (July, pg. 281.)

We are officially advised that a subsidiary contract has been entered into between the Railway Department and the Company for the construction of a branch line from near Spirit River to and through the Grande Prairie district, Alta., not to exceed 60 miles. Track laying was completed on this branch Mar. 29, and ballasting and finishing up work is nearly done.

The Grand Trunk Ry. started July 1 relaying sections of the line between Toronto and Hamilton with new 100 lb. steel rails. The gangs are working from the Hamilton end.

We are advised that nothing will be done at present regarding the erection of new coal chutes at London, Ont.

A press report states that the company contemplates carrying out some extensive improvements at its Detroit, Mich., freight terminals. The plans are said to call for the building of an inbound freight house, 60 x 731 ft.; an outward freight house, 38 x 160 ft.; with house tracks and paved team tracks, cost \$328,000; new classification yard in Ham-track district, \$281,000; second passing track eastward in Milwaukee district, \$85,000; rehabilitating of Avery Ave. team tracks and pavements, paving of Twombly Ave. team tracks, paving of team tracks at Ferry Ave., Karnsworth and Dequindre St., north of Gratiot Ave., \$120,000; constructing grades on line leading to West Detroit west of Woodward Ave., \$116,000. (July, pg. 281.)

Great Northern Ry.—A contract has been let, a press report states, to A. Guthrie & Co., St. Paul, Minn., for the completion of the line between Kingard, B.C., and Sumas Landing. This is an

line, has been completed, and a through train service was put in operation July 31 by the C.P.R., which has leased the line, extending from Midway to Hope, with a number of branches, one running into Republic, Wash., the others serving Grand Forks and Merrit, by the latter of which connection is made with the C.P.R. at Spence's Bridge. By a joint arrangement with the Vancouver, Victoria & Eastern Ry. (Great Northern), that company's tracks are operated over through Princeton to the Coquihalla summit, and the V. V. & E. Ry. operates over the K. V. Lines' tracks, down the valley to Hope. About the last piece of construction completed on the line was the bridge at Ladner Creek, 20 miles west of the Coquihalla summit, and 38 miles east of Hope. It is about 600 ft. long, and the rail level is 230 ft. above water level. (June, pg. 223.)

Michigan Central Rd.—With reference to press reports as to a probable removal of the company's terminals from Courtwright to Sarnia, mentioned in our last issue, we are officially advised that there is no intention to make any such change. Respecting the bridge work being done at Bear Creek, we are officially advised that the company is taking out an old truss span structure at mileage 1.25 on the Petrolia Branch, and replacing it with steel girders on concrete piers. The work is being done by the company's own forces, and will not cost anything like the \$60,000 which, according to the report, was the estimated cost. (July, pg. 281.)

National Transcontinental Ry.—Tenders are under consideration for the construction of reinforced concrete foundations on wood or concrete piles for a 1,000,000 bushel storage grain elevator, working house and track shed at Transcona, Man. (July, pg. 281.)

Pacific Great Eastern Ry.—A press report states that \$2,000,000 of the British Columbia Government loan of \$6,000,000 to the company, authorized by the act passed last session, have been sold at 91½, and that the money is in hand for construction purposes.

A press report states that construction has been resumed on various portions of the line between Clinton and Fort George. There is about 26 miles of grading to be completed to connect up the already finished sections, the heaviest work being

position is expected to occupy about an hour. The operation, at any time, is a difficult one, but with a span of the size of the present one, to be put in place where there is such a current as in the St. Lawrence, it is an operation of the utmost delicacy and difficulty. The failure of one man to do his appointed work at the exact time may mean the failure of the job, and its postponement until suitable tidal conditions again prevail. (July, pg. 282.)

A press report, July 18, stated that work was temporarily suspended on this structure owing to the discovery that the cables supporting a part of the structure on the south side had been cut. This has not been confirmed.

A Montreal press dispatch says that the St. Lawrence Bridge Co., a subsidiary company of the Dominion Bridge Co., and of the Canadian Bridge Co., formed for the construction of the Quebec Bridge, is running nearly a year ahead of contract time on the work, which will be concluded this year. In this running ahead of contract, the company is able to save a large amount of money in keeping down overhead expenses. It also means it will be able to redeem the large deposit made to the Government on the work and thus secure a year's interest upon it. Dominion Bridge's share of the profits, it is said, will run between \$2,000,000 and \$2,400,000, as against previous estimates of slightly over \$1,000,000. The working company will be dissolved upon conclusion of the work, which has already extended over the better part of four years.

Quebec & Saguenay Ry.—A press report July 4 quotes Sir Rodolphe Forget as stating that this line will be completed to Murray Bay by November, and that construction would be gone on with at once.

We are officially advised that even if the line were to be transferred to the Government at once it is scarcely possible that it could be completed to Murray Bay by November. The whole matter as to when work will be started, what will be done, and everything else about the line is under consideration. It is impossible to say when the line will be transferred, and nothing can be said about the cost until the matter has been before the Court of Exchequer. (June, pg. 227.)

July 1916

Railway Development, Projected Lines, Surveys, Construction Betterments, Etc.

The Bras d'Or Coal Co. has been incorporated under the Dominion Companies Act to carry on coal mining operations, and to own and operate railways, switches, wharves, docks, etc. The company's authorized capital is \$45,000, and its office is in Montreal. The provisional directors are: H. A. Lovett, K.C.; G. W. Cole, N. Scheuch, and P. F. Brown, all of Montreal.

Burrard Inlet Tunnel and Bridge Co.—At a meeting of directors in North Vancouver, July 9, it was reported that everything was being done to keep matters in such a condition that as soon as a favorable opportunity arrived for financing construction, advantage might be taken of it. The annual meeting of the shareholders—who represent various municipalities—will be held Sept. 4. (Feb. pg. 51.)

The directors have sent a letter to all the cities and municipalities which hold stock in the company asking them to ascertain from their solicitors whether it would be legal to rescind a resolution passed by the directors in Feb., 1915, by which a contract for the construction of the Second Narrows bridge was let to C. A. P. Turner and the Western Foundation Co.

Edmonton, Dunvegan & British Columbia Ry.—A press report states that the general contract for the 64 mile extension of the main line from Spirit River to the B.C. Block, Alta., has been let to McPherson & Quigley, Edmonton, who have let subcontracts to W. T. Craig, G. Webster, T. Timothy, F. V. Riley and A. McGregor. The general contractors will do part of the grading themselves. This mileage is expected to be completed this year. (July, pg. 281.)

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extension of the company's Abbotsford line, and is being built to secure better connections between sections of the company's lines. (July, pg. 281.)

Intercolonial Ry.—In connection with the new terminal railway under construction at Halifax, N.S., a new traffic bridge has been constructed over the cut where it crosses South St. It is a timber structure, and will remain in use until the permanent concrete structure has been erected. Satisfactory progress is reported to have been made on other parts of this line.

Tenders will be received to Aug. 7 for the construction and erection of a passenger station at Halifax, N.S., as part of the Halifax ocean terminals.

The flour shed at Smythe St., St. John, N.B., was destroyed by fire July 1, the loss being estimated at \$10,000. It is reported that the shed will be rebuilt at an early date. (July, pg. 281.)

Kettle Valley Lines.—The section of the line through to Hope, B.C., where a junction is effected across the Fraser River with the C.P.R. transcontinental line, has been completed, and a through train service was put in operation July 31 by the C.P.R., which has leased the line, extending from Midway to Hope, with a number of branches, one running into Republic, Wash., the others serving Grand Forks and Merritt, by the latter of which connection is made with the C.P.R. at Spence's Bridge. By a joint arrangement with the Vancouver, Victoria & Eastern Ry. (Great Northern), that company's tracks are operated over through Princeton to the Coquihalla summit, and the V. V. & E. Ry. operates over the K. V. Lines' tracks, down the valley to Hope. About the last piece of construction completed on the line was the bridge at Ladner Creek, 20 miles west of the Coquihalla summit, and 38 miles east of Hope. It is about 600 ft. long, and the rail level is 230 ft. above water level. (June, pg. 223.)

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near the Horse Lake Summit, and there are three large bridges to be built over Deep Creek. The question of labor is bothering the contractors, who require 1,500 men to carry out the work planned for the year, viz., to complete grading and track laying from Clinton to Quesnel, 185 miles. (July, pg. 282.)

The North Vancouver City Council on July 12 decided to renew the lease of the Y at Chesterfield Ave., to the P.G.E. Ry. for 5 years, from Mar. 1915, when the former lease expired. The company's representative stated that it is proposed to establish a car ferry service between North Vancouver and Vancouver, and between North Vancouver and Squamish.

Quebec Bridge.—It is reported that Sept. 26 is the day set for the floating in to position of the span to connect the ends of the north and south cantilevers of the bridge across the St. Lawrence River at Quebec. The span is being built on specially constructed scows, which will be floated into position on the rise of the tide, reaching the bridge at high water. The operation of settling the span in position is expected to occupy about an hour. The operation, at any time, is a difficult one, but with a span of the size of the present one, to be put in place where there is such a current as in the St. Lawrence, it is an operation of the utmost delicacy and difficulty. The failure of one man to do his appointed work at the exact time may mean the failure of the job, and its postponement until suitable tidal conditions again prevail. (July, pg. 282.)

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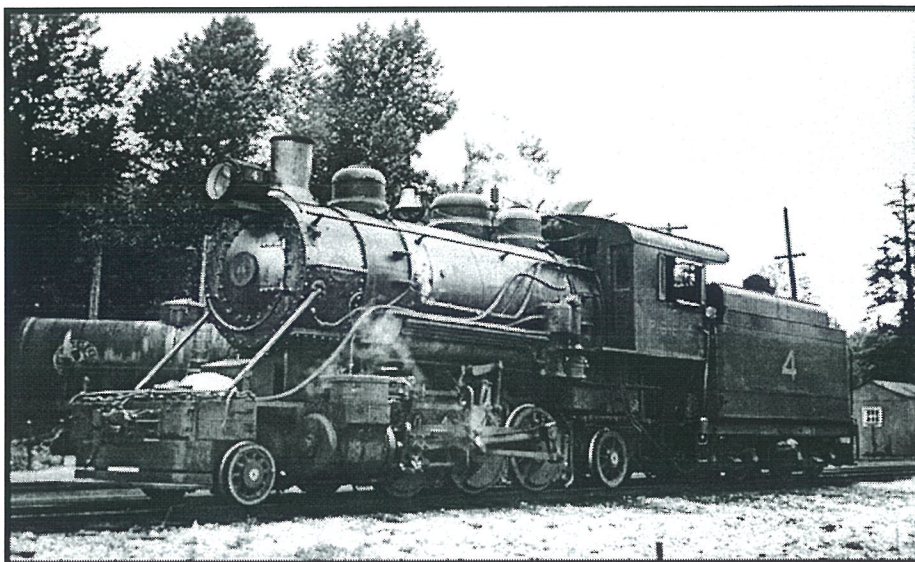
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Ron V. Nixon Collection Image Record - RVN24793



Caption: "Pacific Great Eastern RY or (PGE) # 4, a 2-6-2 locomotive at Quesnel, BC."

Date: June 10, 1947 **Location:** [Quesnel, BC](#) **Photographer:** Wallace R. Swanson

Railroad: [Pacific Great Eastern Railroad](#)

Subjects: [Car-Tank](#) | [Locomotive-Steam](#) |

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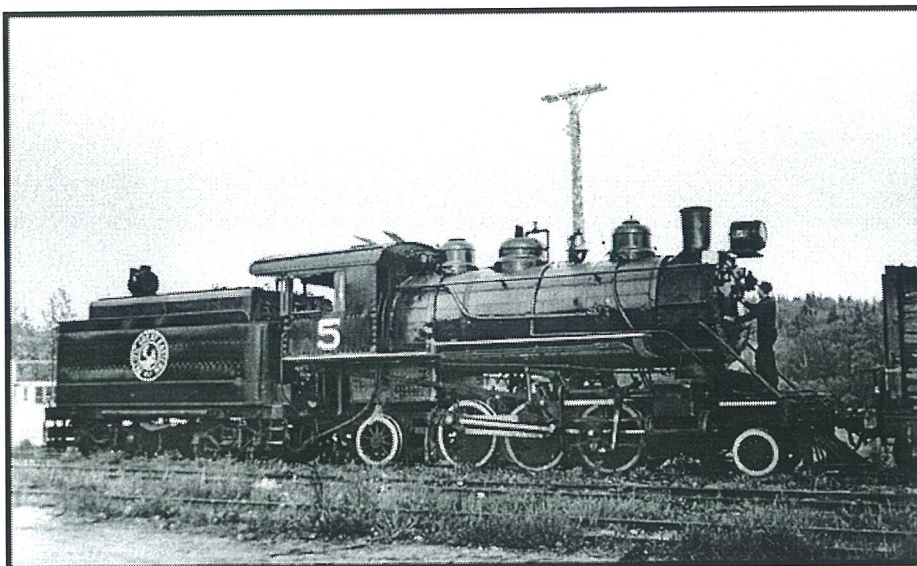
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Ron V. Nixon Collection Image Record - RVN24794



Caption: "Pacific Great Eastern RY or (PGE) # 5, a 2-6-2, at Quesnel, BC."

Date: June 10, 1947 **Location:** [Quesnel, BC](#) **Photographer:** Wallace R. Swanson

Railroad: [Pacific Great Eastern Railroad](#)

Subjects: [Locomotive-Steam](#) | [People-Railroad Crew](#) |

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ing being erected on the False Creek flats, Vancouver, by the G. N. R. for joint use with the Northern Pacific Ry., would be completed Dec. 31. The entire building was reported on Nov. 30 to be 85% completed. Track laying in the station and yard has been in progress since that date. There will be in all 9 miles of tracks; 7 lines being laid in the station out of 11 proposed to be laid; 6 freight house tracks, 1 industry track, and 11 car tracks. We were officially advised Dec. 13 that the plastering of the station was being gone on with, and that the brick well under way while the foundations for the Northern Pacific Ry. freight shed had been completed. The power house has all local reports state, are each 600 x 50 ft., including a 2 story brick office building.

We are also officially advised that plans are being prepared for a 15 stall locomotive house, a machine shop and boiler house 50 x 160 ft., store house 30 x 73 ft., and an oil house 20 x 36 ft. F. L. Townley, Vancouver, is the architect. The grading and filling of the yard space on the company's area of the flats is expected to be completed by April. The transfer of the various departments of the company's business from the present offices to the new building will be made during January. (Dec. 1916, pg. 484.)

High River & Hudson Bay Ry.—A press report states that capital has been secured in England for starting upon this projected railway. Surveys have been made within the last two or three years, and the Department of Railways approved part of the route in the vicinity of High River in 1915. The company was originally incorporated in 1910, and it has secured extensions of time for construction from time to time from the Alberta Legislature. The line as originally projected was to run from the western boundary of Alberta at the Elk and Sheep River passes, thence down Sheep River to Black Diamond and into Calgary. From Calgary it was to run east to High River, Vulcan, Bow City and thence to the eastern boundary of the Province in Township 23. The company has also secured incorporation from the Dominion Parliament as the High River, Saskatchewan & Hudson Bay Ry. Co., with power to build not only in Alberta, but in Saskatchewan and on to Hudson Bay. (June, 1916, pg. 222.)

Interprovincial & James Bay Ry.—The Dominion Government is being asked to

that it is proposed to build a line from Havre northerly to connect with the C.P.R. Wayburn-Lethbridge line, either at Pakowki or Foremost, Alta. The company now has a line connecting at Emerson, Man., and another connecting at Portal, Sask.

Ontario Niagara Connecting Bridge Co.—A press report states that the bridge proposed to be built by this company across the Niagara River near Niagara Falls, Ont., will be of steel on concrete abutments, and will provide accommodation for steam and electric railways, general vehicle traffic and for foot passengers. The estimated cost is \$1,000,000. (May, 1916, pg. 182.)

Pacific Great Eastern Ry.—In connection with the harbor improvement scheme for Vancouver, which includes the building of a railway to encompass Burrard Inlet, it is reported that it is proposed to acquire the P.G.E.R. line along the north shore as far west as opposite the First Narrows, the price to be paid to be the cost to the railway company.

The North Vancouver City Council is consulting with the Vancouver City Council with a view to taking concerted action to form a plan to compel the P.G.E.R. to complete the construction of the line from North Vancouver to Squamish at an early date. The line has been built from North Vancouver to Dundarave a few miles out and local trains are being operated over it.

We are officially advised that 16½ miles of track was laid during 1916, northerly from Clinton, B.C. The company has on hand sufficient steel to take care of its immediate tracklaying requirements, and has contracted for delivery during the summer of 1917 of 19,500 tons of 60 and 70 lb. steel rails with the necessary angle bars, bolts and spikes for the continuance of tracklaying northerly to Prince George, where a junction will be effected with the Grand Trunk Pacific Ry.

The company has no branch lines under construction or projected at present. (Dec., 1916, pg. 484.)

Pacific, Peace River & Athabasca Ry.—A Vancouver press report states that development work is about to be started on a large coal area in the Groundhog River district of northern British Columbia, and that in the spring the construction of a railway from the coal area down the Naas River valley to Nasoga Bay, about 50 miles north of Prince Rupert, will be started. Lord Rhondra is the principal

vision of Jordan Grant, Chief Engineer, National Transcontinental Ry. This is being done, it is stated, in order that the company may be enabled to give a clear title to the Dominion Government. (Dec., 1916, pg. 484.)

Roberval-Saguenay Ry.—We are officially advised that the only construction in view is the electrification of the yards at Port Alfred, near Bagotville, Que. They are situated on the Ha Ha Bay Ry., which has been incorporated with the R.-S.R. (Apr., 1916, p. 139.)

Toronto Terminals Ry. Co.—The Toronto City Architect, on Dec. 9, granted a permit for the erection of the new union station on Front St. The permit is for the main building and east wing between Bay and York Sts., the estimated cost being \$2,800,000. The total estimated cost of the completed building is \$3,400,000. This is the largest permit ever issued in Toronto.

Canadian Northern Railway Earnings, Etc.

Gross earnings, working expenses, net earnings, increases, compared with those of 1915-16, from July 1, 1916:

	Gross Earnings*	Expenses*	Net Earnings	Increase
July	\$3,834,200	\$2,636,800	\$1,197,400	\$111,000
Aug.	3,684,900	2,612,900	1,072,000	614,300
Sept.	3,187,900	2,455,300	732,600	177,300
Oct.	3,716,800	2,496,500	1,220,300	336,700
	\$14,423,800	\$10,201,500	\$4,222,300	\$1,111,300
Inc.	\$4,043,000	\$2,381,700	\$1,111,300	

Approximate earnings for Nov. \$3,722,300, and for two weeks to Dec. 11, \$1,810,500, against \$3,635,400 and \$1,651,100 for same periods respectively in 1914.

Canadian Pacific Railway Earnings, Etc.

Gross earnings, working expenses, net earnings, increases, or decreases, compared with those of 1915-16, from July 1, 1916:

	Gross Earnings*	Expenses*	Net Earnings	Increase
July	\$12,247,440.39	\$8,230,348.66	\$4,017,091.73	\$1,215,688.61
Aug.	13,570,467.31	7,802,680.46	5,767,786.85	2,023,472.13
Sept.	12,134,159.90	7,004,400.80	5,129,759.10	884,468.52
Oct.	13,237,086.38	7,582,346.99	5,654,739.39	1,804,594.78
	\$50,989,154.02	\$30,629,776.91	\$20,359,377.11	\$2,721,224.48
Inc.	\$10,475,947.14	\$7,754,022.68	\$2,721,924.48	

Grand Trunk Railway Earnings.

Following are the earnings and expenses for the G.T.R., including the Canada Atlantic Ry., the G.T.W.R. and D.H.G. & M.R. for October, compared with those for October, 1915:

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make no difference to the current plans for reaching the Niagara frontier.

Pacific Great Eastern Ry.—A press report states that plans have been prepared for the erection of a machine shop, storehouse and weigh scales at Squamish, and for the erection of a locomotive house, machine and repair shop at Lillooet, B.C., on which it is proposed to make an immediate expenditure of \$150,000. The work it is said will be started at once, and it is expected to have the several buildings completed by next spring.

Owing to the shortage of labor it is reported that but little progress is being made with grading and tracklaying between Clinton and Prince George. (Oct. pg. 400.)

Quebec Bridge.—It is reported that rush orders have been placed in the U.S.

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xi- for approval. The largest single item of
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ed 13.7, Lillooet Subdivision, a contract for
rn which was let recently to the Georgia
Construction Co., Vancouver, at an esti-

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trance to Vancouver.

Pacific Great Eastern Ry.—In replying to questions in the British Columbia Legislature, recently, the Minister of Public Works stated that the P.G.E.R. owns a portion of the right of way between Lonsdale Ave. and St. David St., in North Vancouver, comprising 9 separate lots, but no land between St. David St. and the new bridge over the second narrows of Burrard Inlet. No information was available as to the cost of such a right of way. The approximate cost of extending the railway from Whytecliffe, the present terminus of that section of the line, to Squamish, would be \$2,300,000, not including terminals in North Vancouver or Vancouver, the cost of which has not been estimated.

Replying to another question the Minister of Public Works stated that the cost of the preliminary survey for a branch from Pavilion station to the Hat Creek coal areas was \$4,484.23. This expenditure was made out of the railway's funds, and was justified on account of prospective traffic. (Sept., pg. 447.)

DATA MANUFACTURE BY THE CHARTER

pended last autumn owing to the then impending election, 13 miles of grading had been completed on which 70-lb. rails had been laid for 6 miles. The election resulted in a change of government, and the whole matter of the diversion is under the executive council's consideration.

Pacific Great Eastern Ry.—Willard Kitchen, a director, and Robert Wilson, Executive Assistant, Pacific Great Eastern Ry., on returning recently to Vancouver, B.C., from a trip of inspection over the line to Quesnel and over the projected extension to Prince George, reported that ballasting was in progress between Clinton, mile 45, and Williams Lake, mile 156, Lillooet Subdivision, and that satisfactory progress was being made with the construction of concrete cribs and retaining walls along Anderson Lake on Squamish Subdivision. Work was started earlier than usual this year and as a result the work, a good deal of which is of a permanent nature, has been nearly completed. (Press report.)

We are advised officially that the wharf and approach trestle proposed to be built at Squamish will be adjacent to the present government dock. The landing dock area will be approximately 150 x 80 ft., which, with the present dock, will give a total area in one block of about 150 x 60 ft. There will be an elevated platform and ramp 200 x 10 ft. The train passenger platform will be 450 ft. long by 14 ft. wide and a 3-track 40-ft. apron car ferry slip will be built, and 2,300 ft. of railway trestle. Creosoted piles will be used under the passenger dock and all parts subject to teredo action, and cedar piles will be used under the railway trestle where there is no teredo action. The deck of the wharf will be 10 ft. above mean sea level. All timber used will be B.C. fir, and the trestle will be standard 6-stringer, 15-bent construction. There will be an approach of train fill material for about half a mile, requiring about 17,500 cubic yards of material.

A contract has been let to Watson and Stewart, Squamish, for bridge foundations at mile 44.1 and 48.4, near Rethel, mile 44.6, Squamish Subdivision. Another contract for bridge foundations has been let to Dawson, Wade and Co., Ltd., Vancouver. (Press reports.)

Vancouver Island.—Orders in council have been passed authorizing Campbell

August
1929

Canadian Rail



Number 158 / September 1964



GOVERNMENT OWNERSHIP of railways in Canada occurs at all levels, and not the least interesting is the Pacific Great Eastern, which is owned by the Province of British Columbia. For many years, the PGE began and ended nowhere, but in 1952 and 1956, the completion of extensions linked the "nowhere" carrier with the rest of the Canadian rail network. Here, in the latter year, the inaugural train is shown arriving from North Vancouver at Squamish, the erstwhile southern terminus of the line. (See "The PGE Is A 'Different' Railway" in this issue).

Photograph by PETER COX.

THE **PGE** IS A "DIFFERENT" RAILWAY

Text and Photos by PETER COX



See this month's cartoon, Back Cover

FOR YEARS AND YEARS, the Pacific Great Eastern actually ran from "nowhere to nowhere". Its southern terminus was Squamish, B.C., from which rails stretched northward to Quesnel in the Cariboo country. Construction materials and general supplies went North, forest and mining products came down. While not having any physical connection with other railways, PGE traffic was transferred by car barges and passenger vessels at Squamish to and from such points as Vancouver, Seattle and Bellingham, Wash.

Going back farther, the history of the PGE has quite a story to tell, considering a portion of the line uses the same route as a portage railway put down in 1861 between Anderson and Seton Lakes. However, 1907 was the actual beginning, being the year in which the Howe Sound, Pemberton Valley and Northern started constructing trackage North from Squamish. By 1918, British backing caused a change of name to Pacific Great Eastern, due to the fact that the Great Eastern Railway of England financed PGE's promoters. The charter provided for the construction of a railway North to Fort George (now Prince George), to connect with the Grand Trunk Pacific, and also eastward to meet the railways at Vancouver. Neither destination was reached for many years. Trackage was

PHOTOGRAPH CAPTIONS

LEFT (Top): In steam days, Canadian Locomotive-built 2-8-2 No. 160 wheeled tonnage into Squamish.

LEFT (Bottom): Modern contrast: the "Cariboo Dayliner" on a day when it consisted of five RDC units.

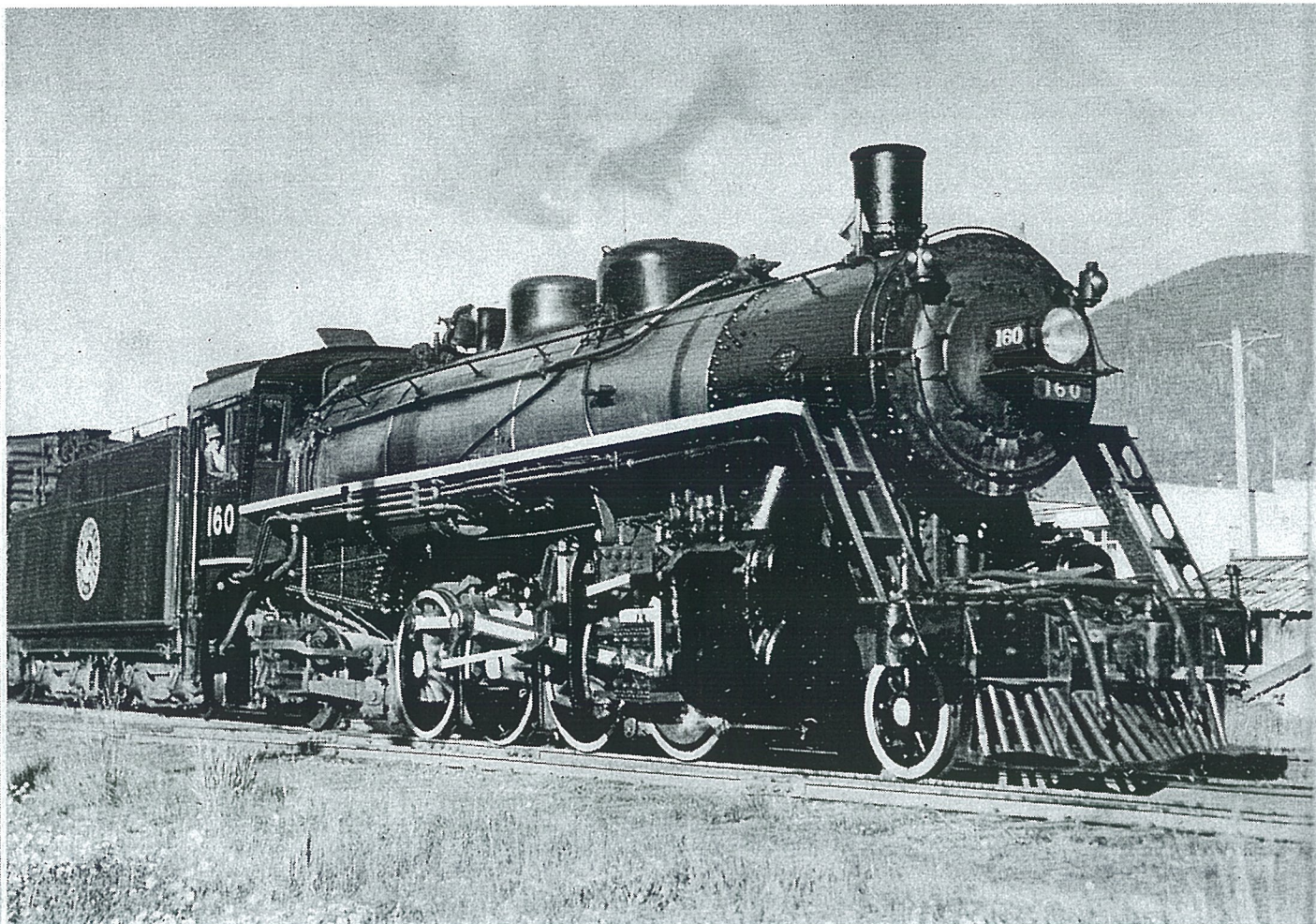
CENTER SPREAD (overleaf)

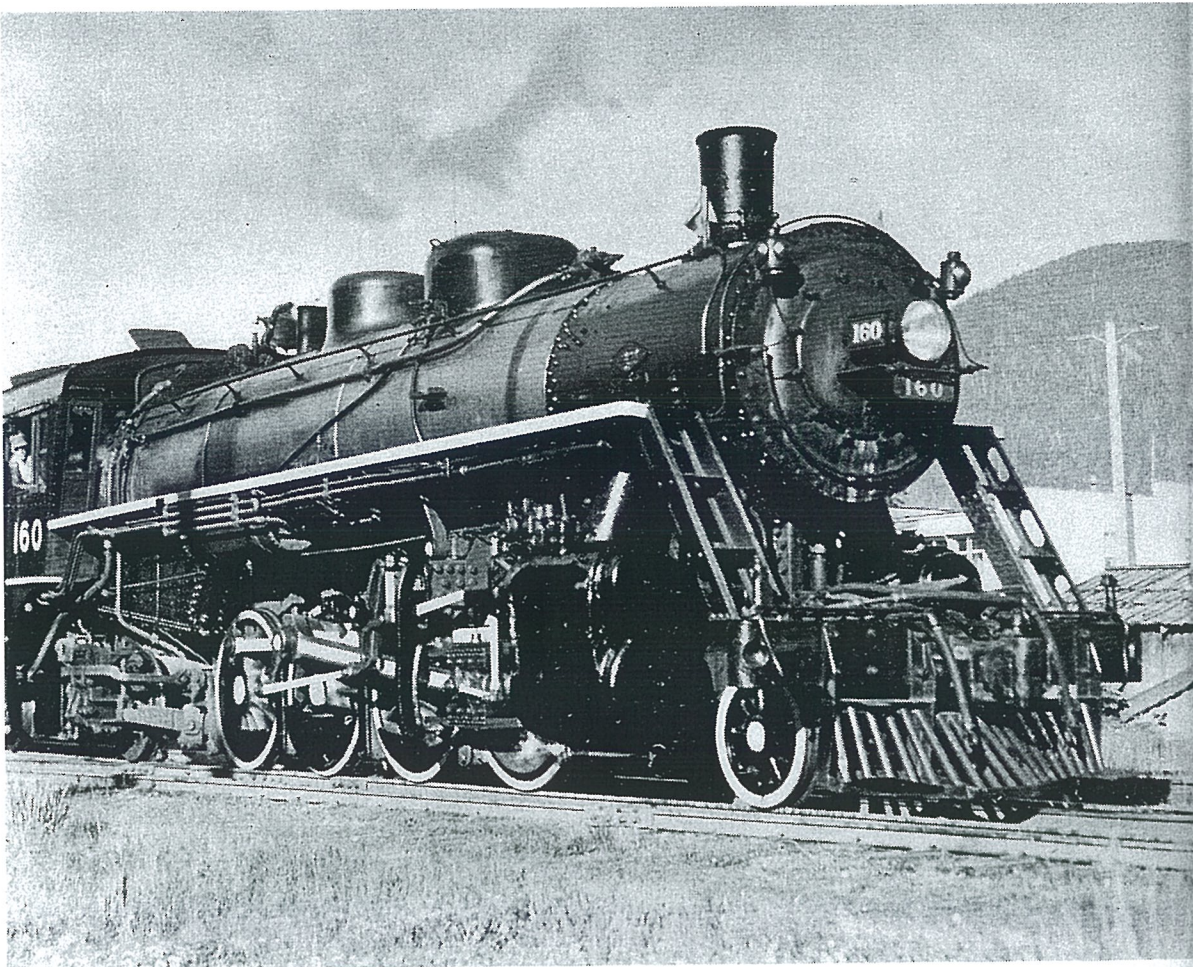
LEFT (Top): The platform of "Northern Summit" often finds Premier Bennett, who is also President of PGE, greeting his supporters.

LEFT (Bottom): The typical station at Quesnel, for many years the northern terminal of the line, 347 miles from Squamish.

RIGHT (Top): Two small General Electric units crossing the Fraser River at Lillooet.

RIGHT (Bottom): The first train "eventually" arrived at Prince George on October 31st, 1952.





PGE

IS A "DIFFERENT" RAILWAY

Text and Photos by PETER COX



See this month's cartoon, Back Cover

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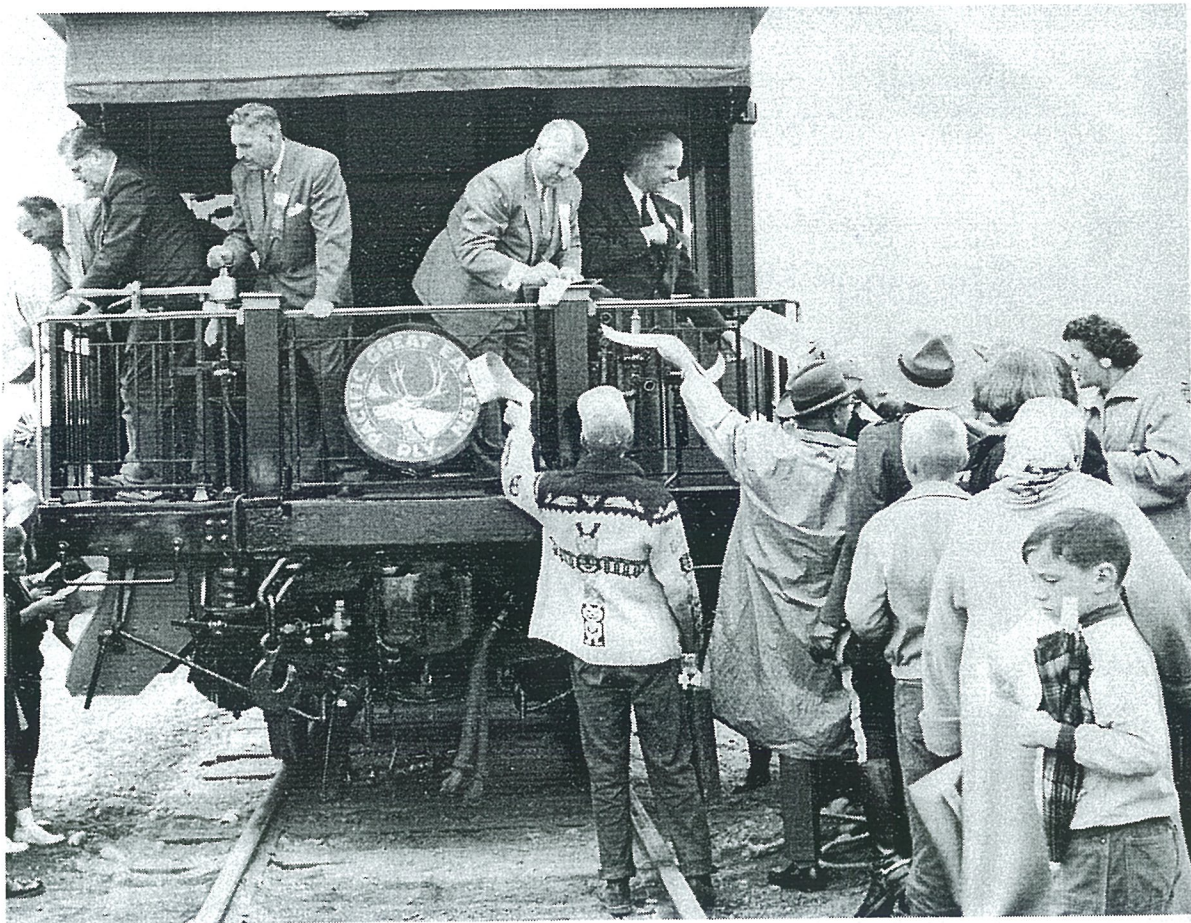
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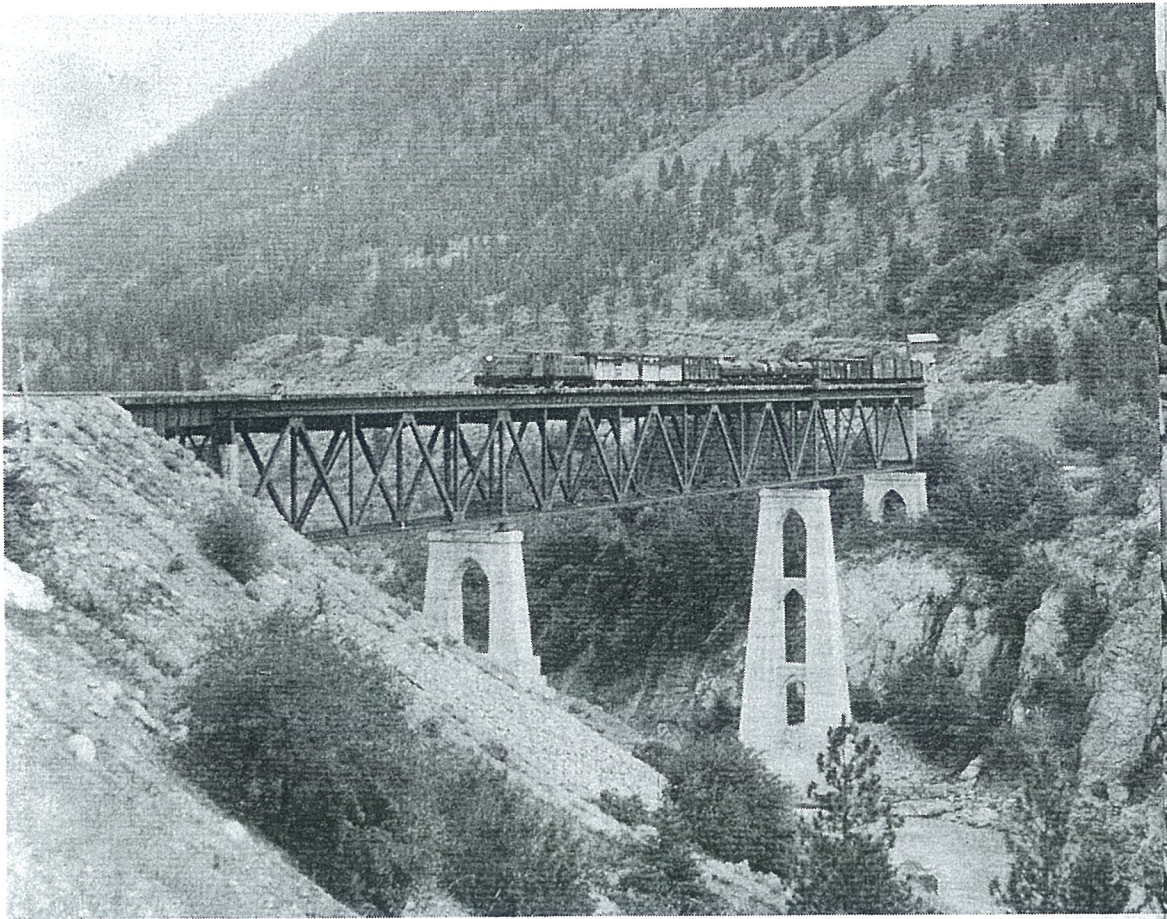
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PGE IS A "DIFFERENT" RAILWAY (concluded)

westward from North Vancouver in 1913 and allowed interurban service to 1 using Hall Scott motor cars over the thirteen-mile line. Meanwhile, 176 of railway had been built North from Squamish. The First World War ended, halting tracklaying, and leaving the PGE with two sections of line, "nowhere to nowhere". In 1918, the provincial government of British Columbia took over the venture and by 1921 had pushed north to Quesnel. Although passing rapidly, the PGE never failed to lose money and being a government enterprise, it suffered from political pressure and ridicule. As the years passed producing only inactivity and indebtedness, the road's initials spelled out meanings: Province's Greatest Expense, Past God's Endurance, Prince George Eventually. Certainly it was neither Pacific, Great nor Eastern. In the North Vancouver line was abandoned.

Despite the ridicule, PGE did get to Prince George in 1952. And in 1956 reached North Vancouver (again). This segment used the original roadbed through West and North Vancouver, even though expensive residences had been on property extending to its very edges. Bridges and trestlework reminded those on the CPR's abandoned routes through Rogers Pass once again and trains after 28 years of dormancy.

At the northern end, a dream was coming into reality: rails reached 222 farther North to the Peace River country at Dawson Creek and Fort St. John and a connection with Northern Alberta Railways.

Today, the PGE is a combination of modern railroading and ancient hangers-on. Passenger service is provided by Budd RDC units but a variety of interurban and steam passenger cars still exist in the roster. Train dispatching is aided by radio microwave, yet dynamic braking and roller bearings were "discovered" only in 1960. The North Vancouver depot is modern and attractive up the line stations called "Water Tank" and "Number 10 Downing Street". The timetable and passengers can alight at their favorite fishing and hunting spots simply by arranging with the conductor. The beautiful scenery through which the road operates is constantly changing and is not accessible in many ways except by railway. As may be expected, such terrain causes operating problems: it takes five units sixteen hours to haul sixty to eighty cars over each division.

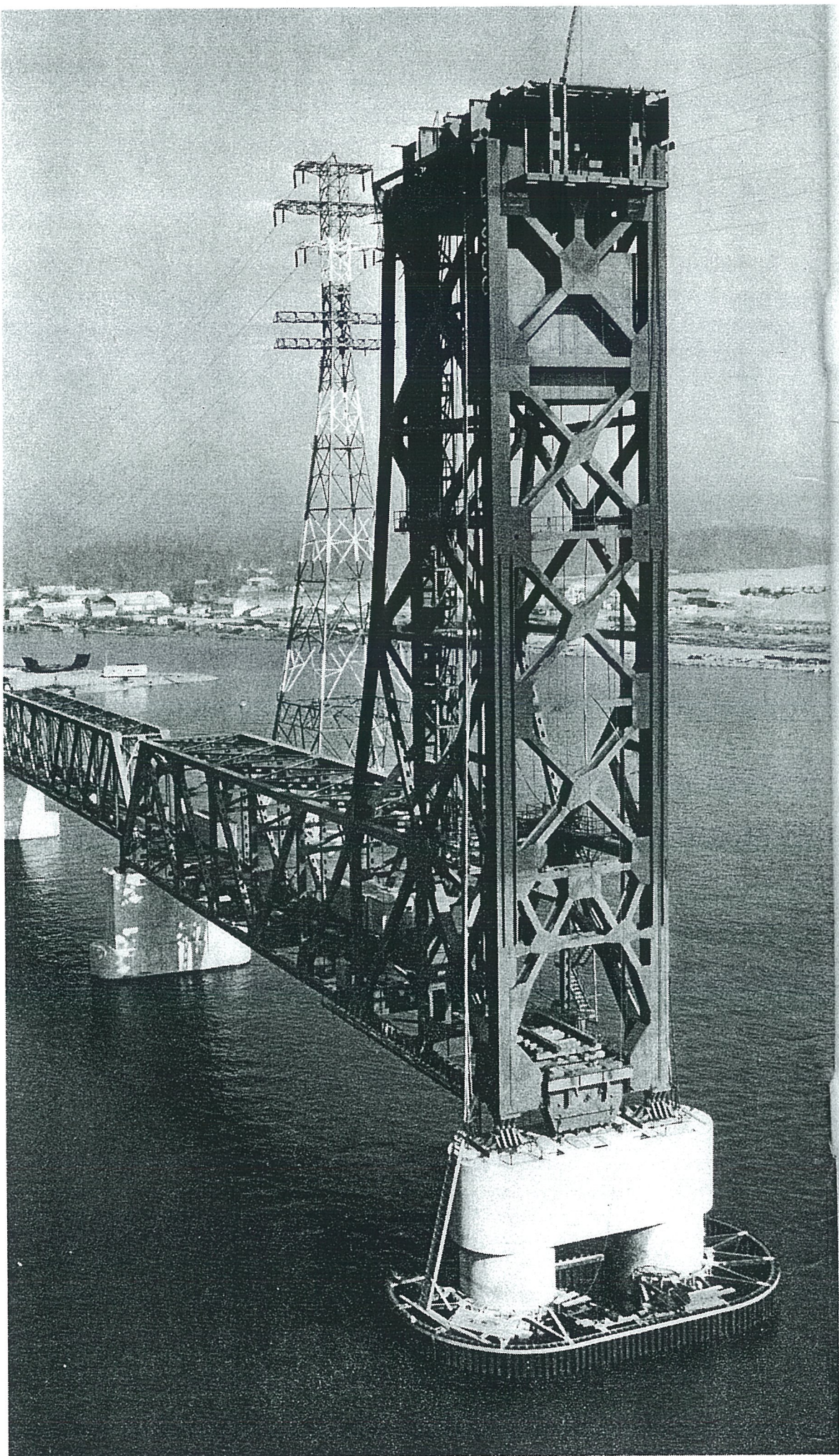
The main shops are still located at Squamish. Chop-hood diesels and older cars are completely overhauled here in a modern facility. The car shop is famous as being able to reconstruct even badly wreck-damaged freight cars to original appearance and has had plenty of practice -- also on foreign line equipment.

This railway is different. Piggyback, microwave, diesel power, Budd cars -- all here and so is the "Squamish logger", a daily train of log buggies carrying genuine B.C. cargo: sticks so big that two or three constitute a car load.



IT: Railroading on the PGE has its hazardous moments: engine 54 makes her last trip.





RAILWAY ENTRANCES TO VANCOUVER 1887 - 1969

Douglas E. Cummings

Like many of the large cities of today, the Metropolis of Vancouver, British Columbia is located on a peninsula. While twentieth-century occupation of the peninsula has since forced leap-frogging to adjacent shores, the presence of navigable water on three sides has long since changed the once-slumbering settlement into a burgeoning city. The presence of all this water has, over the years, restricted both rail and road entry to the City, but never waterborne traffic. Now, in the second half of the twentieth century, the rail routes into and around Canada's largest western city and seaport are becoming very crowded, but only in the last few years has a development taken place which hopefully will ease this congested situation. The way that it all came about is unusual and had its beginnings more than eighty years ago.

Back in 1884, months before the Canadian Pacific Railway had been completed as far west as the settlement of Port Moody in the Province of British Columbia, the decision had already been made to continue the line westward, past this original, temporary terminus, to a seacoast location that was destined to become the City of Vancouver. About that year, all that there was at the future terminal location was a small, motley group of shacks in an informal arrangement. This locality was called Granville and it was on an inlet of the Straits of Georgia that had fantastic harbour possibilities.

FROM THE DEPTHS OF CAPITAL HILL TO THE TUNNEL PORTAL. The cover, this month, was taken to show the right-of-way and dimensions of the new tunnel, - the direct route to North Vancouver, B.C.

FOUR THROUGH TRUSSES AND A VERTICAL LIFT, - the segments of the new Second Narrows Bridge on the north side of Burrard Inlet.

Both photos courtesy of Canadian National Railways .

The Canadian Pacific was determined to acquire virtually all of the land owned by the Provincial Government in this area and it was willingly given. With the gift of about 6,000 acres, the Railway and the Province signed an agreement in February, 1885, which anticipated the westward extension of the Canadian Pacific, a few more miles from Port Moody. When this extension was constructed, the land would be deeded over to the Canadian Pacific Railway.

The C.P.R. from Montréal to the Pacific Ocean was completed, as some history books tell us, on November 7th., 1885, at Craigellachie, in Eagle Pass, with the driving of the "last spike". The railway to the Pacific was indeed completed, but only to Port Moody, B.C., on Burrard Inlet, the first train arriving there on November 22nd. There was still some work to be done on the line and it was not until mid-1886 that there was regular operation. In that year, the first thorough train eastbound left Port Moody on July 5th., and arrived at Montréal on July 12th.

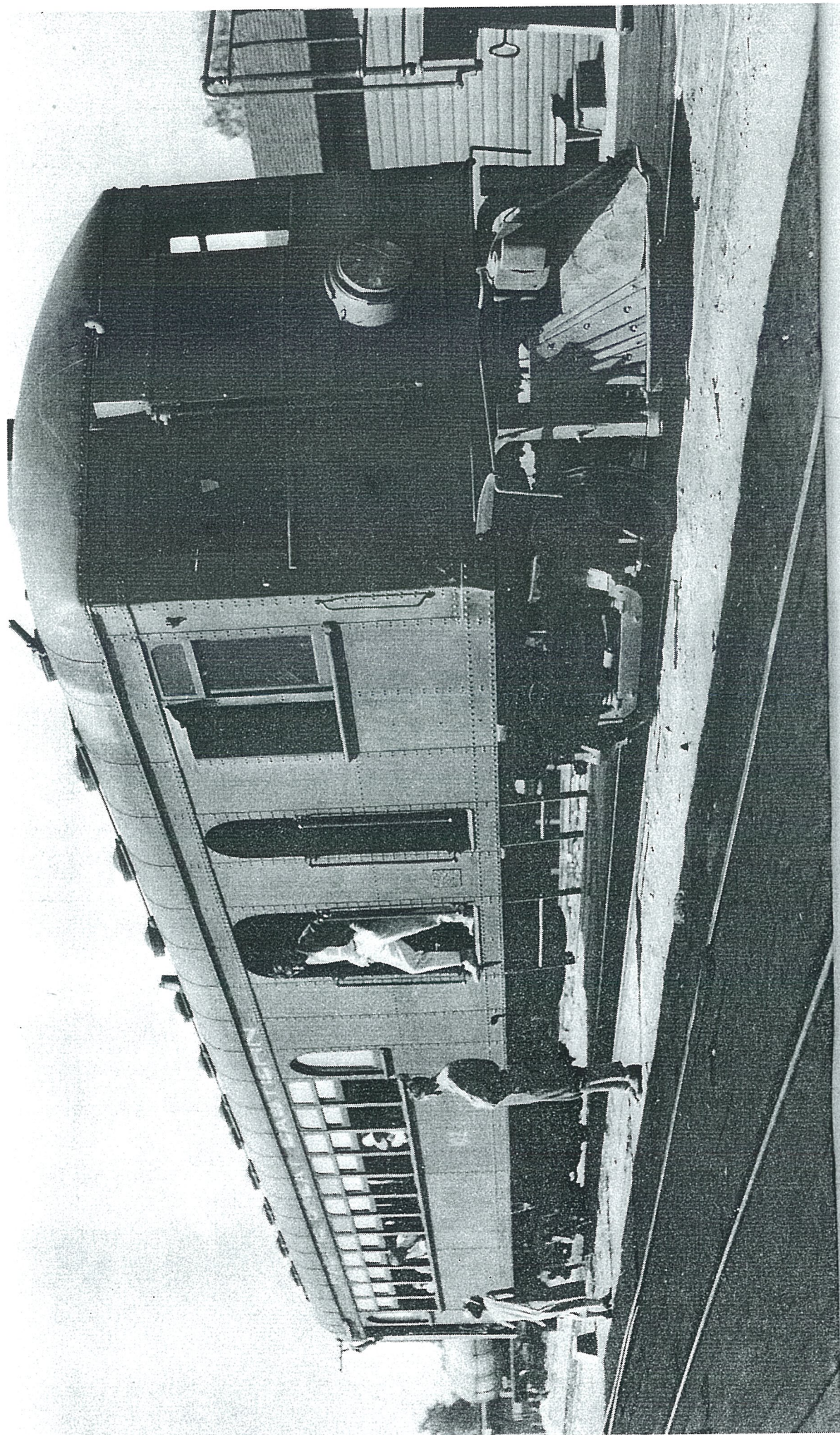
Earlier in 1886, construction of a branch from the main line to New Westminster on the Fraser River was undertaken. New Westminster was, at that time, the only important city on the mainland of British Columbia. At one period, it was the Provincial capital. The C.P.R. main line bypassed it by only a few miles and, after some cogitation, the branch was built and opened in December, 1886.

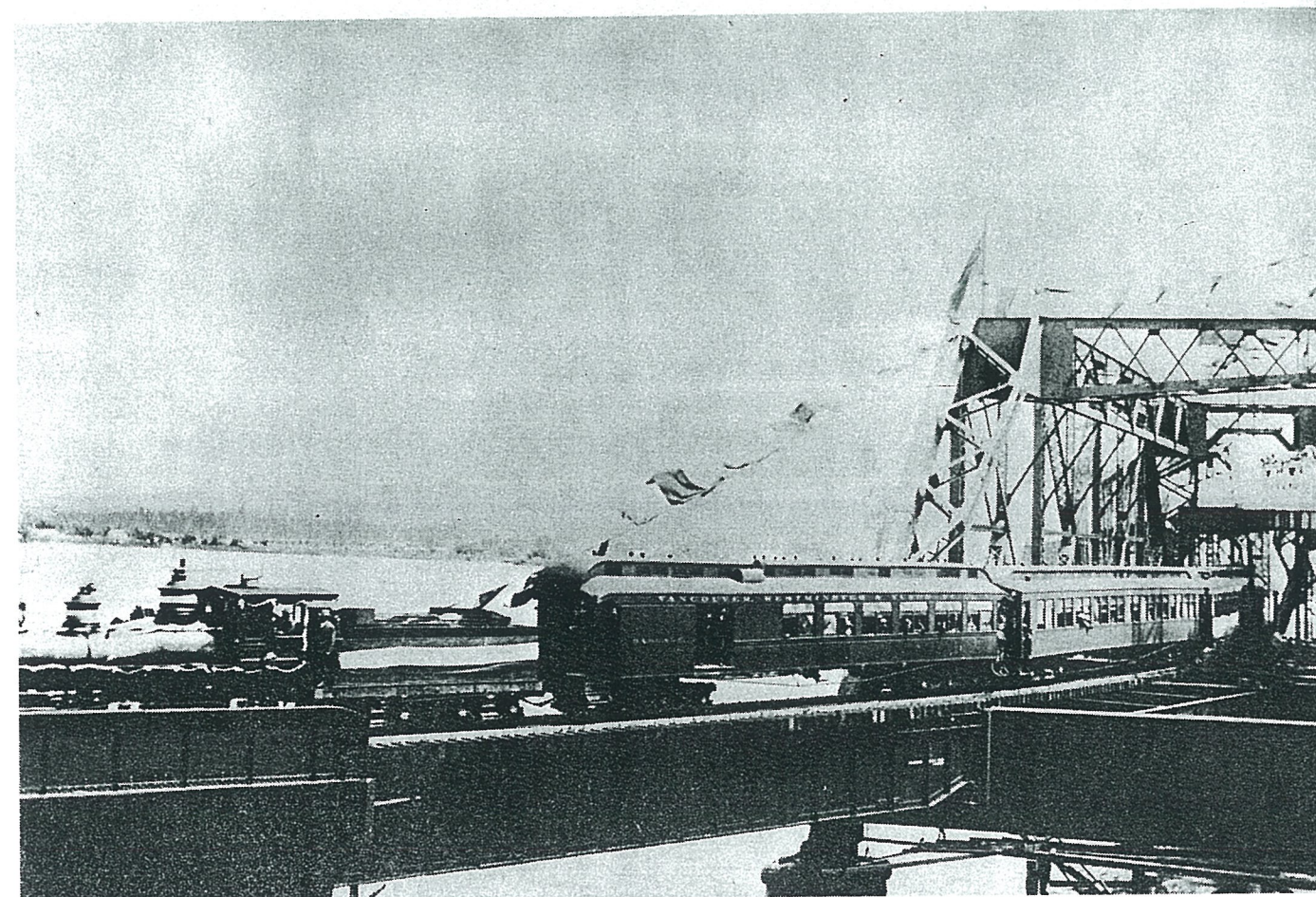
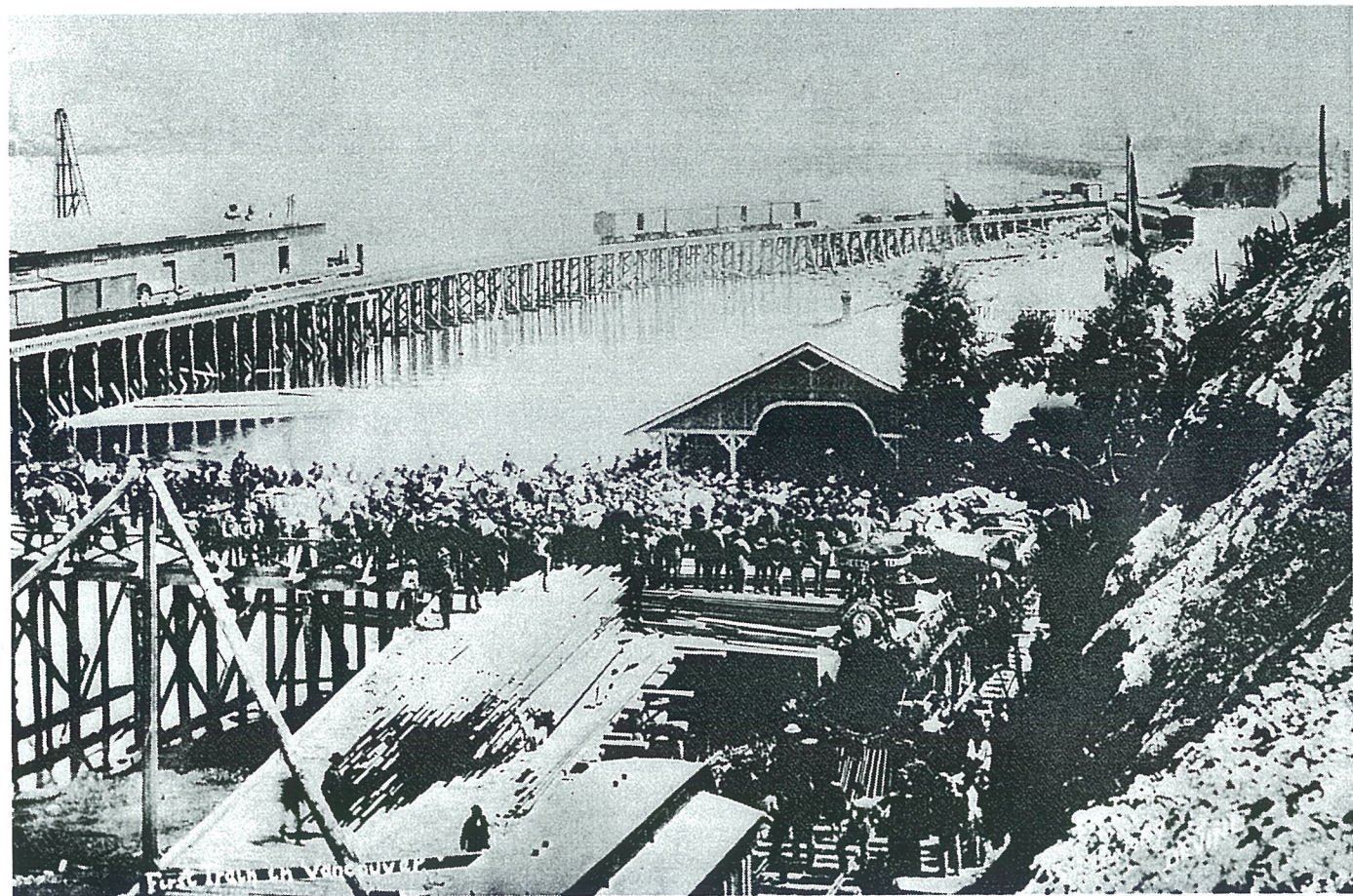
In the same year, the extension of the main line from Port Moody to Granville (Vancouver) was commenced. In April, the community of Granville was incorporated as the City of Vancouver. Almost as if it were required that the community start life anew, what there was of it, in the nature of buildings, was totally destroyed by fire on June 13th., but within hours, rebuilding had started which would make a new and splendid City of Vancouver rise like a phoenix from the still-warm ashes.

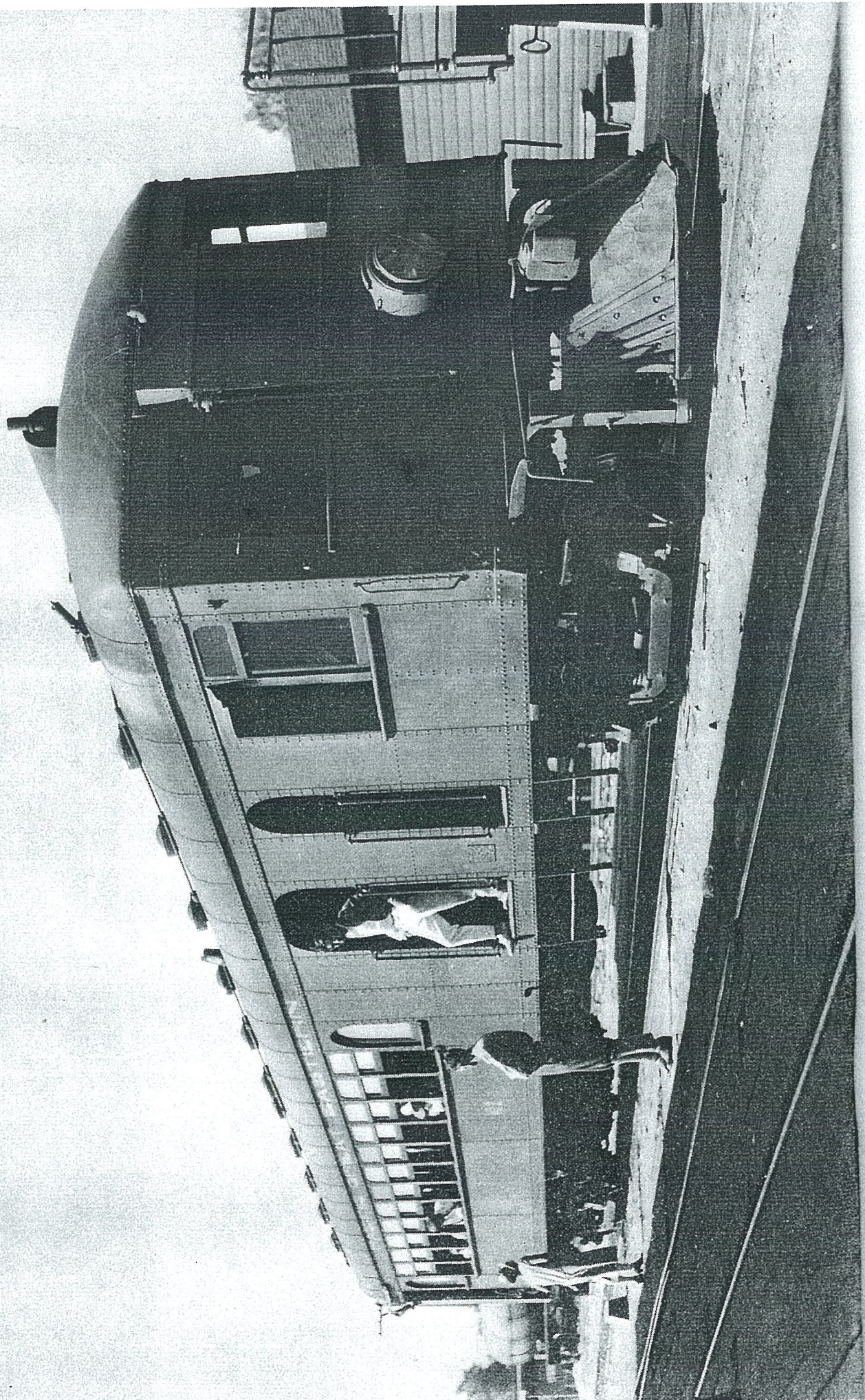
The land granted to Canadian Pacific was used to advantage by that Company, although much of it was withheld until later years, for residential purposes. Plans included an opera house, hotel, office buildings and wharves. Later on, the City offered the Railway a tax exemption on certain sections for 20 years, if the Railway would build its shops on the north side of False Creek, another inlet on the south side of the City centre. The Canadian Pacific lost no time in drawing up the necessary plans. Later, after the 20-year exemption period had elapsed, the locomotive shops were to be removed to Coquitlam and only car shops maintained at Vancouver. In

FROM THE PROVINCIAL ARCHIVES OF BRITISH COLUMBIA comes this picture of the first Canadian Pacific Railway train to enter Vancouver, B.C. proper. The eventful day was May 23, 1887. The occasion was festive!

THE BRIDGE OVER THE FRASER RIVER AT NEW WESTMINSTER, B.C. was officially opened in 1904 and this picture from the Provincial Archives of British Columbia shows the first train to cross it.







later years, the Vancouver locomotive repair shops were used only for minor repairs and the heavy work was transferred to Ogden Shops in Calgary. Coquitlam repair facilities were never extensively developed for the same reason.

By May of 1886, construction of the extension west from Port Moody was under way. The building of the cribbing along the shore of Burrard Inlet was well advanced. On June 19th., the barque FLINT sailed from Yokahama, Japan, with a cargo of tea, bound for Port Moody. She arrived on July 28th., making the Pacific crossing in just under 40 days. With some 60 new freight cars ready and more expected from the builders, the first train-load of tea left Port Moody by the Canadian Pacific Railway on July 30th. The planning of this initial movement was very closely timed, as the Railway was not in regular operation when the ship sailed from Yokahama. Three additional shiploads of tea from Japan were expected and this was an added incentive to rush the completion of the line to Vancouver. Before long, the running time of some trains from Port Moody to Montréal was reduced from 137 to 96 hours. That same summer, the Railway purchased two ships of its own for the run from Vancouver to Victoria, Vancouver Island, - the Provincial capital and, at that time the commercial centre of the Province of British Columbia.

Things got done in 1886! By early August, most of the new line from Port Moody to Vancouver was graded and ready for the rails. There had been an attempt by the irate citizens of Port Moody to delay the construction, in which they were aided and abetted by the waterside property owners, along Burrard Inlet, across whose waterfrontage the Railway was to go. A court action was taken against the Railway and thus the completion of the line was delayed some months. But in December, 1886, the Supreme Court of Canada ruled favourably for the Railway and tenders were called for immediately for the construction of the remainder of the line.

The opposition of the citizens of Port Moody was quite natural since they feared that their community would lose out if it became a "whistle-stop" instead of a terminal. They contended variously that the Railway had no legal right west of Port Moody, in view of the terms of its charter. But their efforts were to no avail. The property owners along 2.75 miles of shore line also sought injunctions and the Railway was forced to carry its line offshore on trestle-work in some places. New Westminster also tried in a mild way to have the Railway designate that city as its Pacific terminus, but even though it was on the Fraser River and the centre of commerce for the entire Fraser Valley and estuary area, it too failed in its promotional attempts.

THE ORIGINAL OPERATION OF PACIFIC GREAT EASTERN into North Vancouver, B.C. was a stub at both ends - North Vancouver and Horseshoe Bay. Here is PGE combo passenger-baggage gas car at North Vancouver in the 1920's.

Photo Norm Gidney from C.R. Littlebury Collection.

After months of seemingly endless delay, finally on April 26th. 1887, Canadian Pacific Railway engine no. 132 came whistling westward, with four cars of rails and ties and a caboose. She came to the end of Alexander Street, Vancouver, British Columbia and stayed overnight. This was the first Canadian Pacific train into Vancouver. On May 2nd., two carloads of sand arrived via the Canadian Pacific, this being the first freight shipment by rail into the growing west-coast port-city. Previous freight shipments were Company materials for construction of the line and shop use.

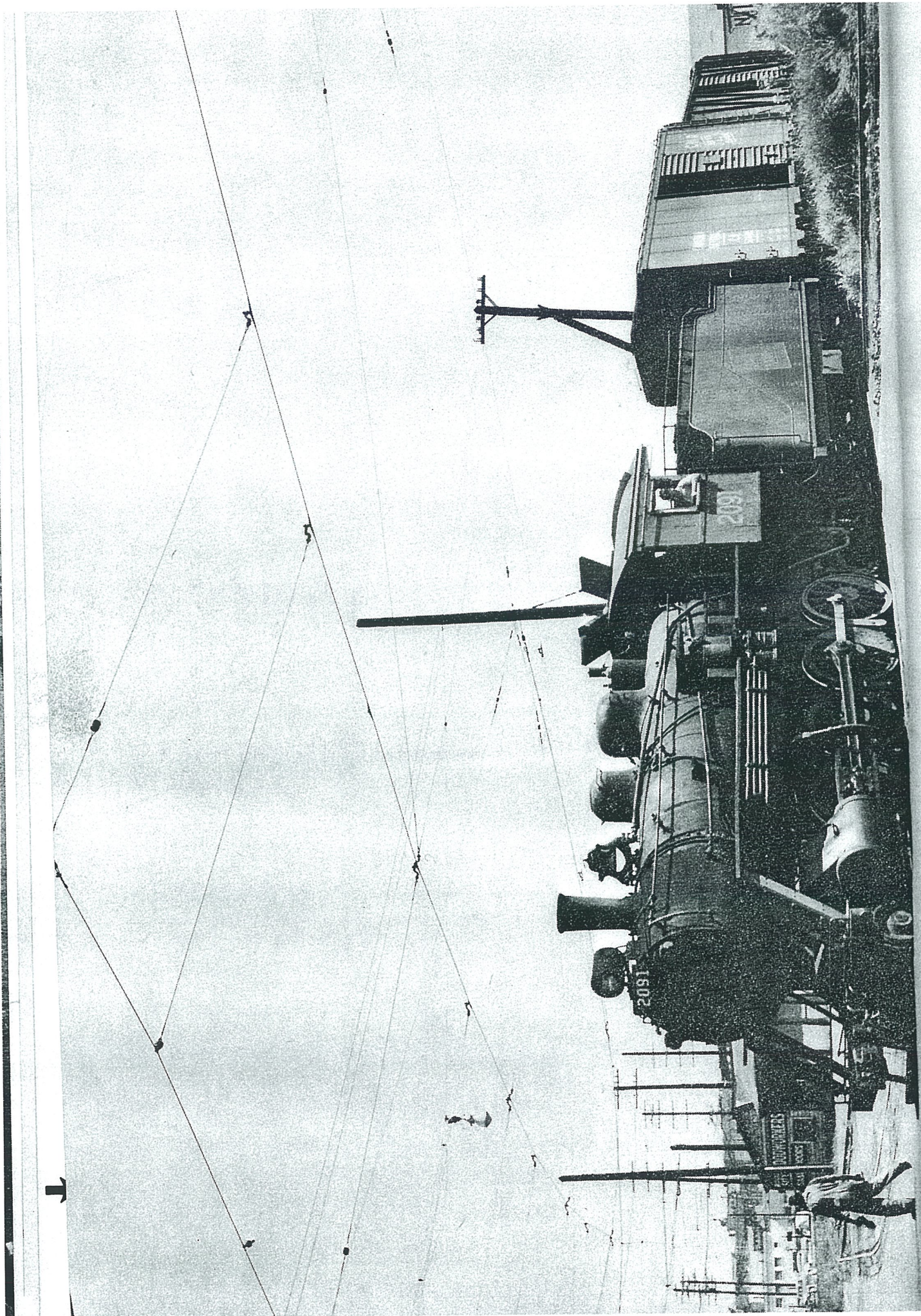
The very last rail to the new Vancouver wharf was laid on April 26th., 1887, thus completing an uninterrupted line of railway from the banks of the St. Lawrence River at Montréal to the waters of Burrard Inlet at Vancouver, B.C. On May 21st., the extension was handed over by the contractor to the Railway; of course, it was already being used. On the 23rd., Canadian Pacific engine no. 374, now preserved as the historic "first", with passenger cars nos. 54, 274, 331 and sleeping car NEPIGON, made a ceremonial "first passenger train" arrival, having earlier been selected and decorated for the occasion at North Bend, B.C., the division point at the western entrance to the Fraser River Canyon. Before the arrival of this ceremonial "first passenger train", a passenger special had arrived with people from New Westminster and the surrounding countryside, to welcome C.P.R. no. 374 and train. The first regular through freight train departed from Vancouver for the east on May 27th., 1887.

At the time, Vancouver was a community of only a few thousand people which, had it not been for the advent of the Railway, might never have achieved the growth which the modern City reflects. Before many years were to pass, it was an important seaport for, aside from the Railway, the only way to or from, in or out, was by water, unless the traveller were willing to walk or swim! Indeed, within hours of the completion of the final few miles of the Railway, cargoes were arriving for transshipment to west-coast cities in the United States. This was entirely possible since, in March, 1887, a locomotive for the Satsop Railroad in the neighbouring State of Washington passed through Vancouver, along with carloads of equipment and shortly thereafter, cars and machinery for the then-building Seattle, Lake Shore and Eastern Railroad. This material came out west over the Canadian Pacific Railway.

The Orient was an immense source of tremendous business for the new overland Canadian Pacific route, for the line provided an advantageous short-cut for cargoes bound from the East to Europe, and although there had been a transcontinental railroad in the

→ PACIFIC GREAT EASTERN RAILWAY'S ISOLATED BRANCH LINE from North Vancouver to Horseshoe Bay, B.C. Combo 102 gas car leads coach no. 105 over a low trestle skirting the beach west of North Van, on the way to Horseshoe Bay. Looks like a fan-trip in the early 1920's.

Photo by Norm Gidney from C.R. Littlebury Collection.



United States since 1869, newspapers of 1887 are full of reports of freight arriving for and from such western ports as San Francisco, en route to and from Japan and China.

Although a street railway was organized in Vancouver in 1886 and opened in 1890, the Canadian Pacific retained a monopoly until 1904 as the only railway into Vancouver offering other than local service. And that was quite a long time!

To the north of the City, across Burrard Inlet, the possibilities of railway construction were very limited. To the south of the growing City, the contrary was true. In conjunction with the building of the Bellingham Bay and British Columbia Railroad, north from the town of New Whatcom, Washington State (present-day Bellingham), to Sumas, B.C. and the Seattle, Lake Shore and Eastern Railroad, north from Seattle, the Canadian Pacific undertook to build a short branch line from St. Mary's Mission (Mission, B.C.) and the line was completed in April, 1891, - one month after the Bellingham Bay and British Columbia arrived in Sumas. The first through train from Vancouver to Bellingham, via Mission City, ran on June 22nd., 1891 and the Seattle, Lake Shore and Eastern connection was made shortly thereafter. For many years, a through train service between Vancouver and Bellingham and Vancouver and Seattle was operated through the Sumas, B.C. gateway.

For a period of one year from February 1st., 1894 to January 31st., 1895, the newly-formed Great Northern and the Canadian Pacific had an agreement for joint entry into Seattle and Vancouver over each others rails, using the same port of entry at the International Boundary. This arrangement had been assumed by the Great Northern during the "panic period" of the Northern Pacific

Railroad, which involved the Seattle, Lake Shore and Eastern. After the panic had abated, the Northern Pacific-Canadian Pacific agreement for the Seattle-Vancouver access remained in force until its expiration in 1910, when the N.P. began using Great Northern rails for its Vancouver run. This arrangement only lasted a few years, until World War I and the United States Railroad Administration. Thereafter, the Canadian Pacific never again reached Seattle, except by water!

The Westminster and Vancouver Tramway Company established an electric car service from New Westminster to Vancouver in October, 1891 and much to their complete surprise, the Canadian Pacific immediately discontinued most of their New Westminster-Vancouver local passenger service. This electric line subsequently became the

← PART OF THE ANCIENT TANGLE OF LINES AROUND VANCOUVER. At New Westminster, B.C., Canadian National 2-8-0 no. 2091 leads a freight across the lines of the British Columbia Electric Railway on August 11, 1950.

Photo from C.R.H.A. E.A. Toohy Collection.

Consolidated Railway Company and later the British Columbia Electric Railway and was, in later years, the B.C.E.R.'s Central Park line, one of three interurban routes from New Westminster to Vancouver. Until the late 1890's, when the B.C.E.R. developed the freight business, it remained essentially an interurban passenger and express line, with little freight traffic.

The New Westminster Southern Railway began as a private venture but soon passed into the Great Northern's system. It was started in 1888 to make a connection between Bellingham, Washington and Vancouver. The Fairhaven and Southern Railroad was to build north through the State of Washington to the International Boundary and the N.W.S. south to the same point, where they would meet. By means of the Seattle and Montana Railroad and other Great Northern lines, Seattle would ultimately be reached. The N.W.S. began building in August, 1888, but ran into difficult construction problems with unstable soil conditions. It was not until February, 1891, that the line was completed and opened, running from Liverpool, B.C. on the south side of the Fraser River, opposite New Westminster, to Blaine, Washington. A bridge across the Fraser was proposed and help was expected from the Provincial government. However, some ten years were to elapse before the bridge construction was started. Meanwhile, a ferry service on the river sufficed and, for a short period Great Northern entry into Vancouver was effected via the Canadian Pacific through the 1894 C.P.-G.N. agreement, described previously. For a very short period, the Great Northern (New Westminster Southern) and the Westminster and Vancouver Tramway Company had a traffic agreement to give the G.N.-N.W.S. access to Vancouver, but this was shortlived and before and after this period, a boat connection to Vancouver was used.

Work on the bridge across the Fraser River at New Westminster was begun in April, 1902, by the Department of Public Works of the Province of British Columbia. This famous or infamous structure, afterwards became the property of the Federal Government. A railway line from New Westminster to Vancouver had been contemplated,

in conjunction with the original bridge proposal of nearly fifteen years earlier, but aside from some right-of-way clearing, it came to naught. However, in February, 1903, the Vancouver, Westminster and Yukon Railway began construction and built this section (Vancouver-New Westminster) and opened it for use late in 1903. With the opening of the Fraser River bridge at New Westminster, access to Vancouver was immediately possible and rail service over this route was inaugurated on August 23, 1904. The new connection was financed by the Great Northern, although they did not actually take control

ONE OF THE TWO LARGE BULK TERMINALS IN NORTH VANCOUVER. Curved-side hoppers dominate the scene at Vancouver Wharves, Limited and their contents are variously piled in the open or stored in the "silos". This operation is switched by the PC Shays of Pacific Coast Terminals (CANADIAN RAIL No. 218, February, 1970), one of which is visible in the foreground. The siderodded, jackshafted diesel is also there, if you are sharp-eyed enough to find it!

Photo courtesy of Canadian National Railways.









until 1905. This was only one of the many pieces of the Great Northern's corporate jigsaw puzzle. But what this really meant was that Vancouver had another outlet to the east, besides the Canadian Pacific!

The building of the Canadian Northern Pacific Railway into south-central British Columbia was undertaken at the height of their construction boom. Grandiose plans were announced for this project, including a 4.5-mile tunnel, double-tracked, -a fitting entrance to Vancouver and total electrification of the western section of the line in British Columbia, no less! Construction commenced in 1910, both east and west, with the Vancouver entry planned as a line along the north shore of the Fraser River, then through the 4-mile tunnel under the City, to emerge in the False Creek area. An agreement had been reached with the City whereby the Canadian Northern Pacific would build a large hotel, establish a steamship service and turn 164 acres of tidal flats into good, solid ground. The speculation bubble burst about this time and, in 1912, another agreement was signed in which trackage rights over the Great Northern and the Fraser River bridge at New Westminster allowed the new railway to enter Vancouver. No steamship service was ever established by the Canadian Northern Pacific, aside from a car-ferry to Vancouver Island. The "Prince" ships of later fame were operated by the Grand Trunk Pacific Railway, from its terminus at Prince Rupert, B.C. The hotel commitment was eventually fulfilled when the Canadian Northern and the Canadian Pacific jointly constructed a new edifice, the "Hotel Vancouver". The land reclaimed from False Creek is today the yard area for Canadian National Railways and was part of a larger reclamation project, included in which was a sizeable chunk of reclaimed land for the new Great Northern yards, as well as industrial sites. Canadian Northern and Great Northern never reached an agreement for a "Union" station, but subsequently there were two stations, a G.N. and a C.N., side by side. Train service from the east via the Canadian Northern Pacific was inaugurated in November, 1915, after the driving of the "Last Spike" of this railway at Basque, B.C., in the valley of the Thompson River.



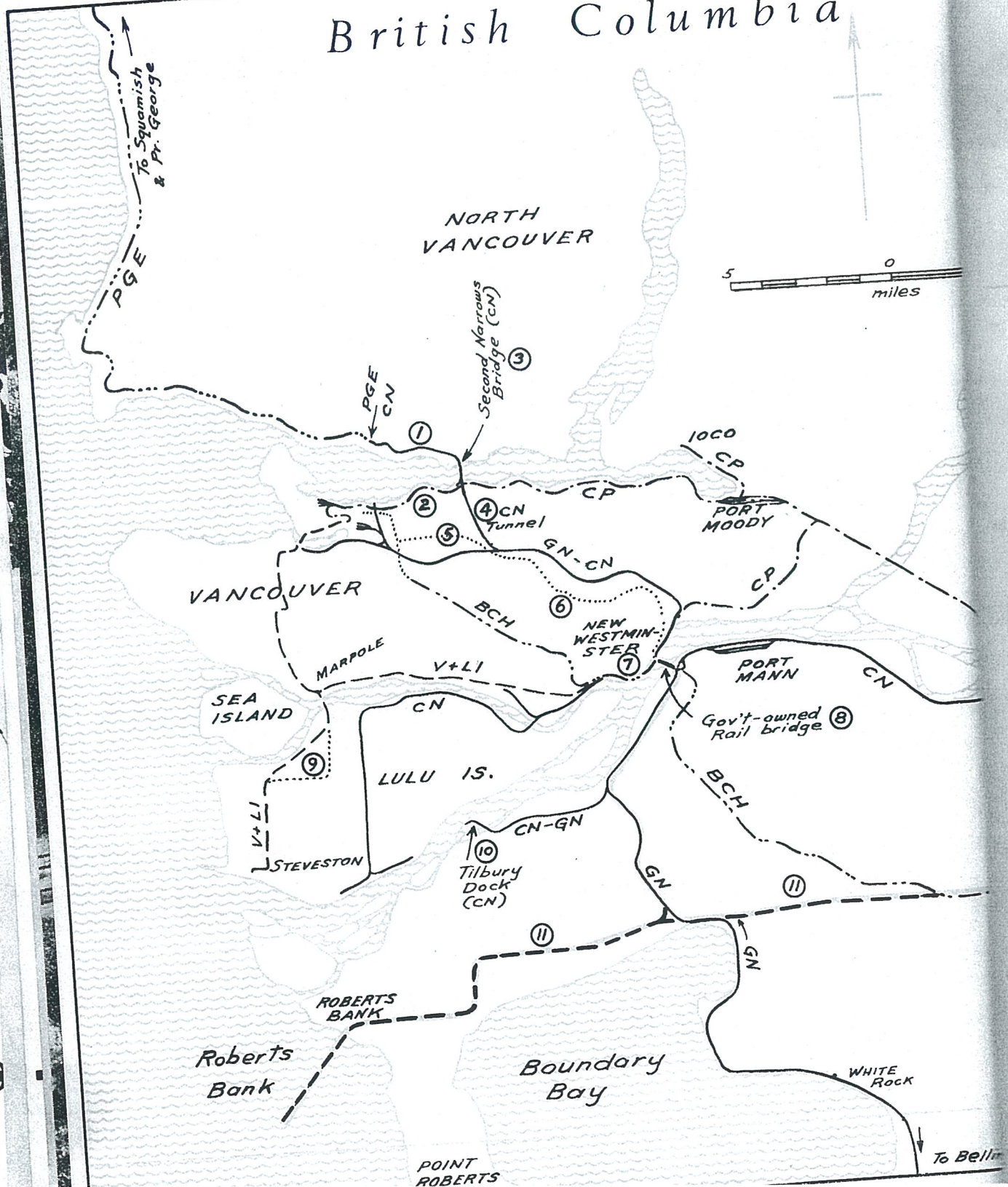
THE THREE BRIDGES at Burrard Inlet's Second Narrows. The first railway bridge, over which the transfer freight is passing, is scheduled for demolition. Photo courtesy of Canadian National Railways.

LOOKING NORTH OVER THE SECOND NARROWS, the new line to North Vancouver coming out of the tunnel crosses over CP RAIL's main line, onto the bridge. Photo courtesy of Canadian National Railways.



UNDER THE RESIDENTIAL DISTRICT ON CAPITAL HILL, the new line from Willingdon to North Vancouver and the bulk terminals makes an uncomplicated route to Burrard Inlet's North Shore. Photo courtesy of Canadian National Railways.

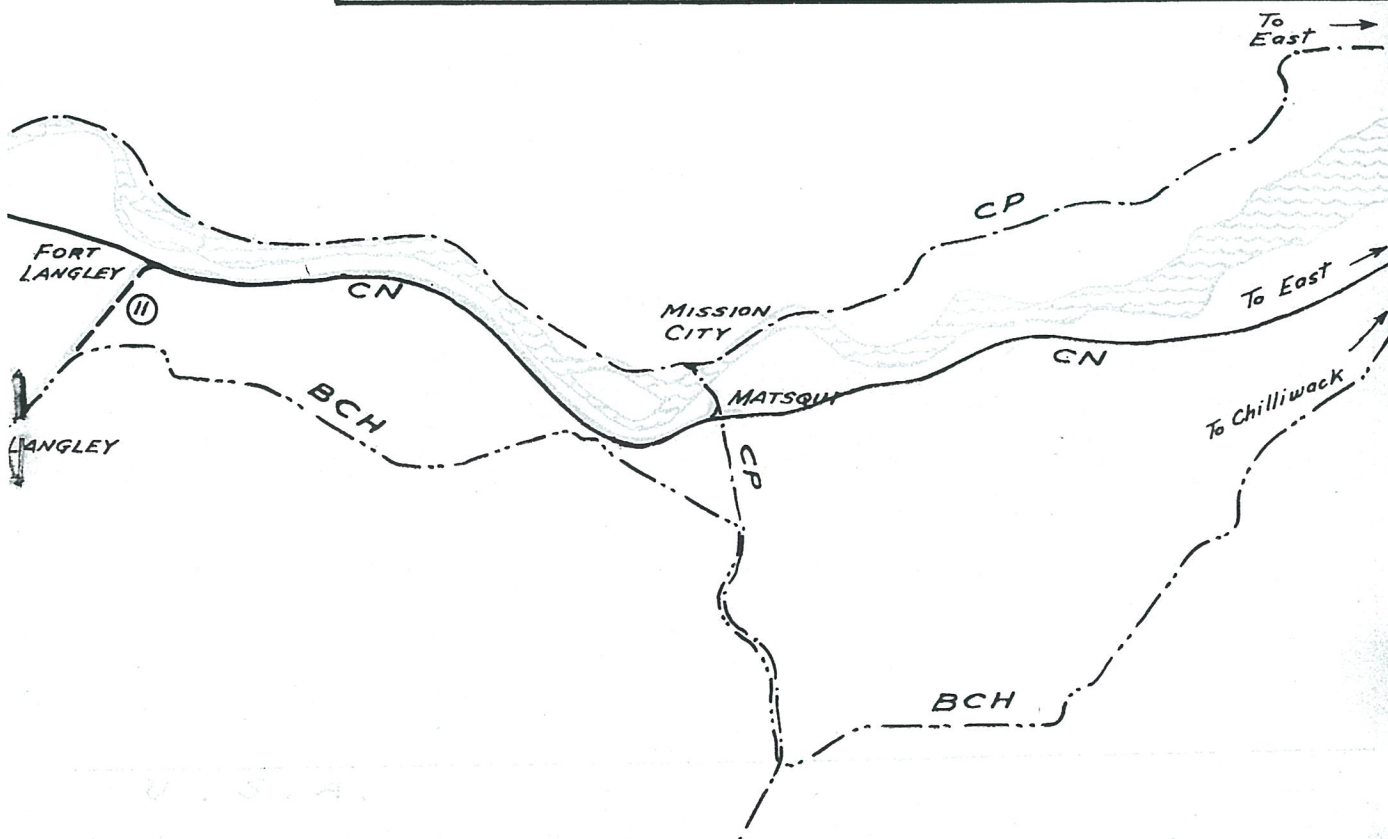
British Columbia



RAILWAYS IN VANCOUVER AREA

- { Canadian National Railways
Great Northern Railroad
- - - - - Canadian Pacific Railway
- - - - - Vancouver & Lulu Island Ry.
- - - - - B. C. Hydro Railway
- - - - - Pacific Great Eastern Ry.
- Jointly-used rail lines to Roberts Bank
- - - - - New construction for line to Roberts Bank
- Abandoned trackage

- 1 CP over CN to connect with PGE.
- 2 CN over CP to connect with Second Narrows Bridge.
- 3 Second Narrows Bridge.
- 4 CN Tunnel.
- 5 BCERY passenger lines to City Terminal, abandoned.
- 6 BCERY Burnaby Lake line, abandoned.
- 7 Railways along New Westminster waterfront: CN, CN, CP, V&LI, BCH.
- 8 Gov't-owned railway bridge, used by CN, GN, BCH.
- 9 Minor track diversions.
- 10 Tilbury Island Dock - CN.
- 11 Line to Roberts Bank - new construction.

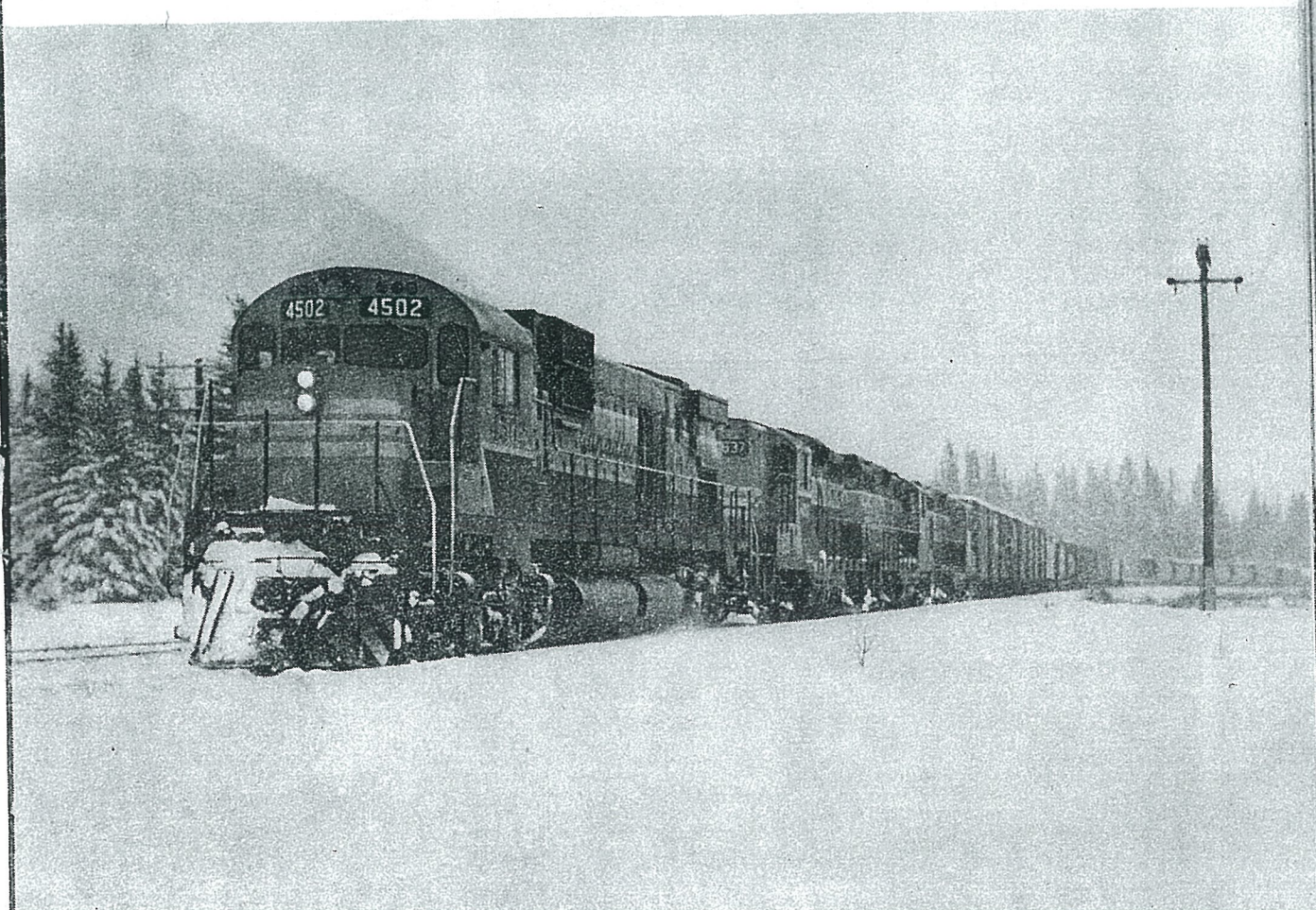


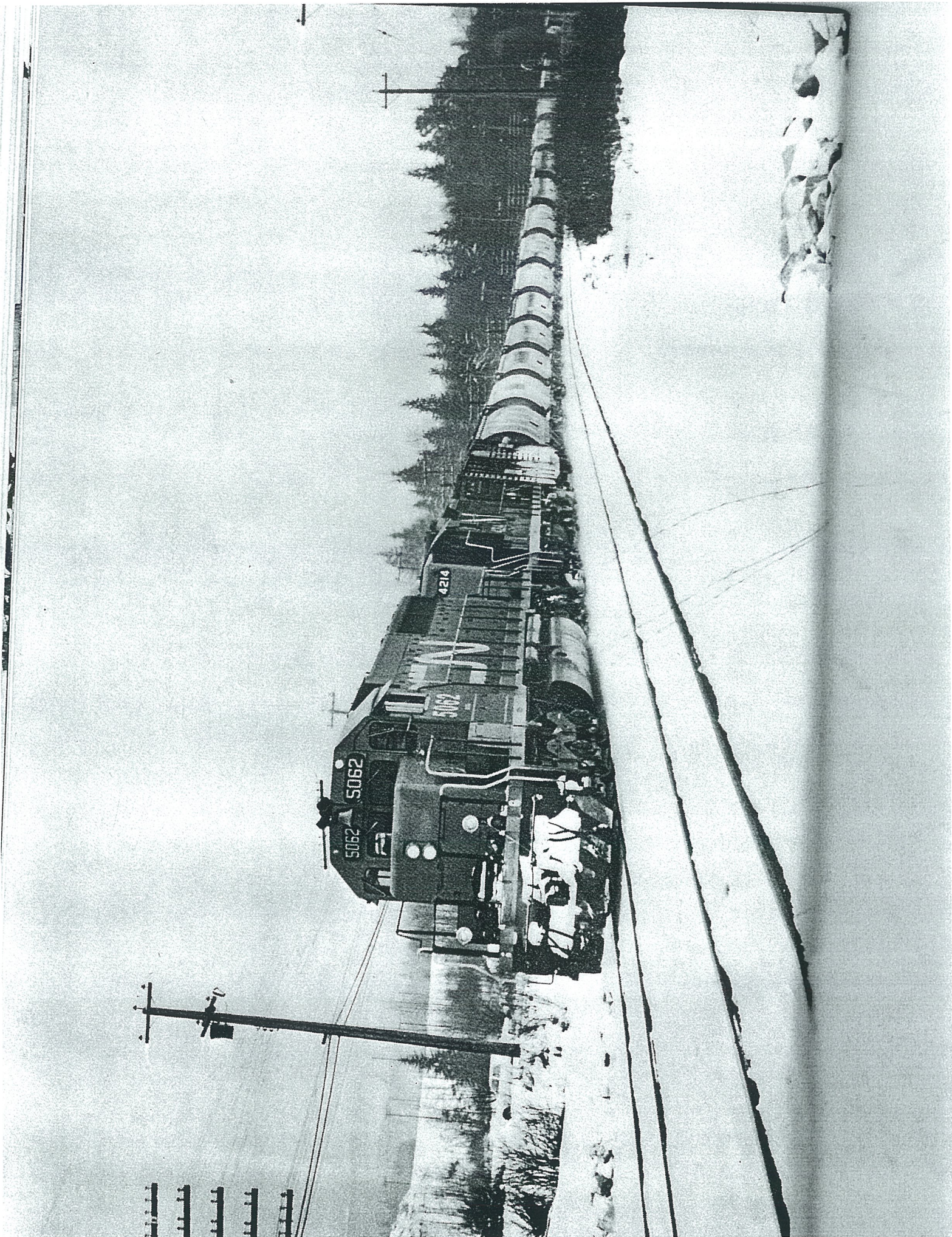
The late-comer to the Vancouver area was the Provincially-owned Pacific Great Eastern Railway. From 1914 to 1928, the P.G.E. operated a rail service from North Vancouver, across Burrard Inlet from the City, to Horseshoe Bay (11 miles), but it did not connect with any other railway. However, with the opening of the then-new Second Narrows Bridge in 1927, the Vancouver Harbour Commissioners built their railway over it and a connection was made for a few months, until P.G.E. abandoned their line. The Vancouver Harbour Commissioners had some trackage in North Vancouver in 1926, which had been worked by the P.G.E. With the P.G.E. abandonment, the V.H.C. took over the industrial and dock switching in North Vancouver, as well as their own terminal railway operations in Vancouver. When the National Harbours Board assumed the operation of port facilities, including railway lines, at all of Canada's major ports, Canadian National Railways were given the responsibility of operating the railways and thus it was that operation of V.H.C. railway facilities was assumed by the C.N. on January 1, 1953.

When, at long last, in 1956, the Pacific Great Eastern returned to North Vancouver as a permanent resident, it established freight yards and other facilities. The Canadian Pacific was quick to see the advantages of interchange traffic and accordingly secured running rights over the Canadian National to an interchange yard. In 1959, a terminal wharf operation was organized by Vancouver Wharves Limited, adjacent to the P.G.E. yards and this soon developed into an extensive, ever-expanding bulk-loading facility for sulphur, potash and other commodities. Potash from Saskatchewan was one of the most frequently shipped products, being brought to the west coast by Canadian National.

Until the advent of the P.G.E. to North Vancouver, with its new through line to Squamish and Prince George in the heart of central British Columbia, all traffic to the north shore of Burrard Inlet was terminal. Anything routed farther north had to go by rail-barge to P.G.E.'s first tidewater terminal at Squamish. With P.G.E.'s through line a reality, north shore traffic increased rapidly to boom proportions. Combined with the bulk commodity traffic, within 10 years there was a terrific bottleneck in North Vancouver. The Canadian National's Glen Yard at Vancouver could not handle a train of more than 58 cars, due to the length of the longest yard track and, as a consequence, long freight drags headed for the Vancouver wharves had to be split at Port Mann and run through Vancouver to North Vancouver in several sections. This operation was complicated, requiring movements through Vancouver city over industrial trackage with many grade crossings, from the CN yard to the waterfront yard, then along the waterfront and over the Second Narrows Bridge (1927) to the North Shore of Burrard Inlet. As the

UNIT-TRAIN PRECURSOR: A train of curved-side hoppers follows Test Car 89 and Canadian National units 5028, 5040 and 5046 westward through Burnaby, B.C. at Cariboo Road on 20 June 1968. Photo by D.E. Cummings. CP RAIL ALSO PRACTICED BIG FREIGHT TRAIN OPERATION, as witnessed by units 4502, 8637, 8652 &





traffic increased, so did the associated operating problems and in 1968, a second bulk terminal facility, Neptune Terminals, was scheduled for North Vancouver. It seemed as though the whole freight operation was in danger of coming to a grinding stop. A better means of access to the North Shore had to be found.

Part of the solution lay in the total elimination of the bulk commodity traffic from the complicated rail lines through the City of Vancouver. If Vancouver's congested yard and terminal facilities could be avoided, an easing of the situation could be achieved. Plans were therefore formulated to tunnel under Capital Hill, from Canadian National's main line just east of Vancouver, at Willingdon Avenue in Burnaby, B.C. The tunnel, together with a new bridge over Burrard Inlet at the Second Narrows, would provide direct access to the North Shore and would thus expedite the bulk commodity traffic.

Shipments to the North Shore via Canadian Pacific were always routed over the Second Narrows Bridge, using Canadian National trackage. Normally, there would be no direct connection, but CP RAIL has now upgraded its line from Coquitlam to Sapperton. At this latter place, a new interchange yard with C.N.-G.N. has been built and CP RAIL traffic, not destined for transshipment at that Company's bulk terminal at Port Moody, can thus enjoy the benefits of the new tunnel-bridge facility, which will relieve the pressure on CP RAIL's terminal facilities at Vancouver, as well.

This new route to North Vancouver will speed up the transport of bulk commodities and reduce terminal time by many hours, since trains can now operate directly to and from North Shore terminal points. Neptune Terminals is an "on-line" industry for C.N., but Vancouver Wharves is switched solely by P.G.E., using PC Shay locomotives nos. 114 & 115, owned by Railway Appliance Research Limited.

Notwithstanding these essential improvements, it is anticipated that freight traffic in all of Vancouver's railway yards will continue to increase at a rapid rate. It would appear that a derivative requirement is now emerging in this area: that of total traffic control. The eventual solution to this second problem may be the creation of a Greater Vancouver Terminal Railway, with all of the yard operations in and around the City handled by one terminal system, perhaps jointly-owned. The problems and time-lags sometimes resulting in the present multi-Company operation would likely be reduced through consolidation and centralization. Present-day operations can become very complex, with five railways in the Vancouver area being involved, not all of which connect directly with one another.

← MORE CURVED-SIDE HOPPERS COMING WEST TO VANCOUVER, with coal and potash. They are following Canadian National units 5062 and 4214 through Burnaby, B.C. on 13 January, 1969. Photo courtesy D.E. Cummings.