



# NORTHSTAR NEWS

## Picnic this month

Trains for the West End -- Canada, February 1963 - July 1967 by H. Martin Swan



Canadian Locomotive Company (Licensed Fairbanks - Morse builder) C-Liner at Field, British Columbia. Photo by H. Martin Swan

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## Notice

The July picnic will be held at Maiden Rock, WI, July 21st, 11:30 am. The chapter will provide soft drinks, water and chips. There may be a grill there but that's not certain as this newsletter goes to press. See map on page 2.

### Coming up:

August 18th, chapter trip to Duluth to ride behind Soo 2719 one last time before it undergoes mandated boiler inspection and repairs. See details and reservation form inside.

## Northstar Chapter Officers

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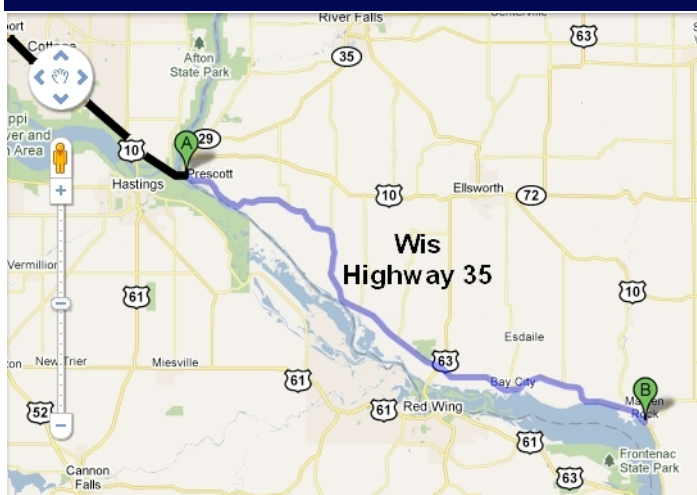
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## MEMBERSHIP INFORMATION

Dues are \$51 (\$36 for the National dues and \$15 for the local dues). Family memberships are \$5 per person additional. The student rate is \$22 (\$16 for the National, \$6 for the Northstar Chapter). If you want to join, an application is available at <http://www.northstar-nrhs.org/>. Print out this application and send it with a check made payable to "Northstar Chapter NRHS" to Northstar Chapter NRHS Membership Services, P.O. Box 120832, St. Paul, MN 55112.

*A subscription to this newsletter may be obtained for \$18 for either printed or electronic edition by sending a check to the post office box above specifying the form of the newsletter you desire. A subscription does NOT include voting privileges at chapter meetings nor any of the NRHS membership benefits and no membership application is needed.*

### Directions to Maiden Rock Picnic Location



From US 10 - I-494 interchange, follow US 10 to Prescott, WI, then turn right onto Wis. 35 to Maiden Rock. At Maiden Rock, turn right and cross the tracks.

### Proposed Northstar Trip to Duluth

Trip director, John Goodman, is putting together a trip on August 18th to ride behind Soo Pacific 2719 between Duluth and Two Harbors. This will be the last season the 2719 will run until FRA mandated 15 year inspection, which requires the complete dismantling of the boiler, is completed.

The proposed schedule is: Meet at the Amtrak Midway Station at 6:45 am, departing at 7:00 am with arrival in Duluth in time for the 2719's departure at 10:30 am. Arrival in Two Harbors will be 12:30 pm. Lunch will be on your own. Departure from Two Harbors will be 2:30 pm with arrival in Duluth about 4:30 pm and departure to the Twin

Cities shortly thereafter. A meal stop will be made on the return trip.

Cost will be \$105 with \$48 going for the 2719 portion of the trip. A minimum of 20 passengers is required.

Since Milwaukee Road 261 may not be available for excursion service this fall, this could be your last chance to ride behind a mainline steam locomotive in Minnesota this year.

Address inquiries to [jhgoodman2001@yahoo.com](mailto:jhgoodman2001@yahoo.com).

### Trains for the West End -- Canada February 1 1963- July 1 1967 By H. Martin Swan

I was so lucky when I was transferred to Seattle by the GN. Seattle and close by Portland had major railroads with elite trains going to many beautiful destinations, just perfect for day trips or a weekend jaunt.

However, there was one more major rail center just 156 GN miles north--Vancouver, BC.

Vancouver is a beautiful city. In fact, in my opinion, there is no more beautiful city in all of North America than Vancouver, BC when approaching it from the south on a clear day. The mountains come right down to Vancouver and with the Burrard Inlet its beauty can't be beat.

The one problem I had was that the GN's *International* schedule would allow an up in the morning, but require an immediate return back to Seattle with only a 46 minute layover. Unlike the pool train service to Portland, there was no service that allowed me to go up to Vancouver, stick around a few hours and then return. To be able to



spend some time in Vancouver, an overnight stay was required.

Today that would be no problem; back then I was at the very bottom of the pay scale, making around \$6000 a year with taxes and the horrible deduction of Railroad Retirement. (It was far more than for Social Security but that was then and this is now and now I'm really happy about those large contributions back then.) I was quite literally living from paycheck to paycheck and there was more than once, just before payday, when I was down to cereal and peanut butter sandwiches. Transportation wasn't the problem, my GN Pass, a piece of gold if ever there was one, allowed me to go almost free anywhere around the Seattle area. But hotel costs, well that was another matter.

Getting into Canada was a piece of cake. The only ID I had was my Nebraska driver's license and my GN pass. The *International* would pick up Canadian Customs people at Bellingham, if memory serves me correctly, and they would walk the train. I would be asked where I was born and why was I going to Canada. Never was my little travel bag searched and never was I asked for my ID. I thought then, how easy it would be to sneak stuff into Canada. I know now that those Customs people were experts in body language and I never gave them reason to pause. Return US Customs were in the station, just as they are now and we went through those before boarding the train. The one and only time I had trouble coming back was when I had bought a used 8mm windup movie camera in Seattle. The US Customs man said that I had bought it in Canada and must pay duty. I protested, pointing out if they wanted to develop the film they would see movies taken in the US. He finally relented but told me to register it. That was when I found out I could go to the Post Office and the Customs office and register items such as the camera, rings, and other valuables taken into Canada. I proceeded to do so---and of course never again did a Customs officer challenge me.

Vancouver (including North Vancouver) was served by passenger trains of 4 railroads, the CP, GN, CN and PGE. The Great Northern and Canadian Pacific shared a depot which is now used by VIA. Originally each had their own depot side by side. By the time I arrived, the GN station had been vacated with GN trains moving next door to the Canadian National station. I could be wrong on this but I believe that the Canadian National had trackage rights on the GN from New Westminster to Vancouver.

### Trains of the GN

The *Internationals* (2 trains)

#358 arrived Vancouver 11:59 am and left as #359 at 12:45 pm

#357 left Vancouver at 7:00 am and returned as # 360 at 6:40 pm

The *Internationals* were beautiful little pocket streamliners. They would run between 4-6 coaches and an parlor observation car. The observation cars (*Port of Vancouver* and *Port of Seattle*) offered 29 parlor seats for the coach fare plus \$1.15. There was also a bedroom for day use. Needless to say I never went coach riding this train unless I was going on a short trip such as to Bellingham. Meal service was provided by a news butcher and coach passengers could go to the parlor car to purchase refreshments to take back to their seats or utilize a small table near the head

end of the car. The schedule was set up to make connections to/from the *Empire Builder* and to/from the pool service trains to/from Portland.



Canadian National FP-9 at an unknown location.  
Photo by H. Martin Swan

### Trains of the CN

The *Continental* #82 left at 8:00 pm, #81 arrived at 6:00 am

The *Continental* was CN's primary train until CP introduced the *Canadian*. It was then downgraded to a secondary train. But what a secondary train! As it turns out it was my first ride on a Canadian train. The trip was on Labor Day 1964. The *Continental* carried the full assortment of equipment including dining cars, lounges, tourist sleepers, and regular sleepers offering every type of accommodation. The gem of the train was a ex-Milwaukee Super Dome which operated from Vancouver BC to Jasper. To my amazement, few people went into



the dome. I spent almost the entire daylight portion through the mountains in that car and always had my choice of seating. During the winter months, the train became an accommodation train, with basically coach only service and some sleepers between various points. That changed when the trains were rebranded the *Panorama* and became a full service train year-round. Some of this had to do with the immense popularity of the CN's Red, White and Blue fare system which included meal service. Interestingly, the meal service was suppose to be for full paying passengers only. I had obtained a trip pass (50%) and was supposed to pay for my meals, but the dining car crew ignored that and provided my meals at no cost.

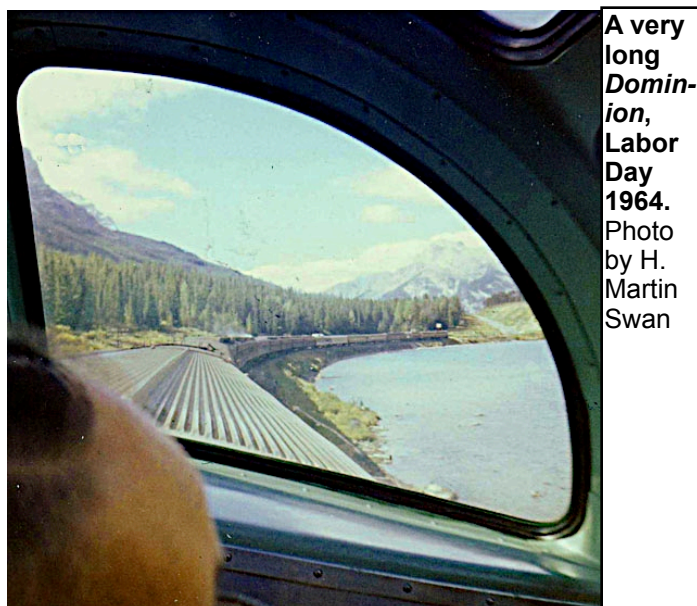
The *Super Continental* #2 left at 4:30 pm, #1 arrived at 9:30 am

The *Super Continental* was CN's answer to the *Canadian*. In reality it was not much different from the *Continental* except it had more cars. It also operated a ex-Milwaukee *Super Dome* Vancouver to Jasper with a faster schedule. I got to ride this train about a year later.

### Trains of the Canadian Pacific

The *Dominion* #4 left at 6:30 pm, #3 arrived at 7:00 am

Like the *Continental*, the *Dominion* was once the primary train of the CP. Seasonal through cars carried to and from the US were referred to as the *Mountaineer* or *Soo-Dominion* as it received cars off the Soo Line to and from the Twin Cities through Portal, ND. By August 1963 the through cars traveled via Winnipeg and were combined with the *Winnipeg*. Those days were gone but the summer consist of the train still was impressive. It carried a mix of Budd-built cars including a *Scenic Dome* coffee shop and a *Scenic Dome* observation lounge sleeper and smooth side streamlined cars from among the 212 built by the Canadian Pacific. It was long. I got to ride this train to return to Vancouver on Labor Day 1964 from Calgary. Unlike the *Continental*, the two short domes on this train were packed. Best seat I could get out of Calgary, after I had breakfast, was the aisle seat furthest rear. Like on the CN, the CP also included meal service in their tickets. I had obtained a trip pass (50%) and was supposed to pay for my meals. On the CP I did.



A very long *Dominion*, Labor Day 1964. Photo by H. Martin Swan

As a side note, on this train, for dinner, I had the finest grilled sirloin steak (with seafood cocktail, hashed browned potatoes, garden green beans, lettuce and cucumber salad with Thousand Island dressing, hot rolls, Coupe Canadienne, Demi-tasse and mints--C\$6.00) that I ever had and still use to compare similar steak meals. As you can tell I still have the menu from that meal.

Sadly I rode the next to last summer *Dominion*. After Labor Day the train turned into a coach only with dining and sleeping service between only certain segments of the trip all east of Winnipeg. The Canadian Pacific managed to have the train discontinued prior to the next summer season--except that they had to save the cars and run it again during the World's Fair in Vancouver a few years later. They called that one year only train, the *Expo*.

The *Canadian* #2 left at 7:30 pm, #1 arrived at 10:45 am

Ah, the *Canadian*. The original name was suppose to be the *Royal Canadian* but at the time there were some anti-monarchy feelings in Canada so the term "Royal" was dropped. But what a train. A vision of stainless steel. Even the heavyweight tourist cars were sheathed with stainless steel to match the rest of the train. The train, like the *Dominion*, carried a single *Scenic Dome* coffee shop and a *Scenic Dome* lounge observation car. The train was a virtual twin sister to the *California Zephyr* except for the all-section tourist sleeping cars. In addition, the observation car did not carry a master bedroom like the *California Zephyr*. This is the only passenger train in North America that ran in 1964 and still runs today, with the same equipment and looking almost like it did back then--only the letter board paint changed from Canadian Pacific maroon (later red) to VIA Blue and the route has changed from the CP to the CN.

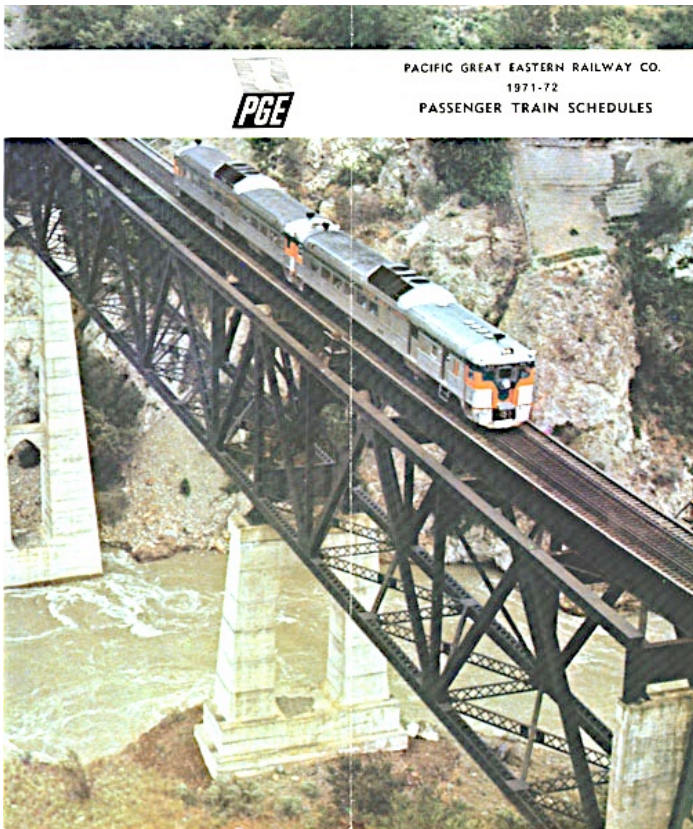
I have ridden this train a handful of times but never from end point to end point with one exception. On January 15, 1990, John Goodman, Brian Cutter and I rode the last run of the *Canadian* on the Canadian Pacific from Toronto to Vancouver. It was an interesting trip which almost didn't happen due to the unions protesting the switch. Once we started to roll, almost every stop on the CP had many people protesting the discontinuance of their train. News and TV people were everywhere. Politicians would hop aboard the train for a stop getting off and being interviewed by the TV about how horrible it was that they were losing their train. It did no good. Since that date the train has run on a triweekly schedule mostly on the CN

### North Vancouver Pacific Great Eastern Railway

#2 arrived at 8:40 pm, #1 left at 7:00 am

The PGE ran Budd RDC's from North Vancouver to Prince George, BC on a daily basis. I don't think there can be any doubt that this was the most beautiful RDC ride on North America. I rode it in 1965. The train consisted of two RDC-2s and three RDC-1s. The RDC-2s were for first class passengers with reclining seats and the RDC-1s were 2nd class mostly used by Canadian First Nation citizens. At Lillooet two of the RDC 1's were dropped





The cover of the last Pacific Great Eastern passenger timetable before the railroad became the British Columbia Railway. This was published 6 - 7 years after Marty rode it. More of this timetable appears in the extra pages of the electronic edition. Timetable from the Northstar Chapter Library.

My grandparents and I rode the train to a turn around point which I think was Kelly Lake, which was above Lillooet. While the trip to Lillooet was breathtaking, the trip north of that town was scary. We crossed the Fraser River quite high and then proceeded to continue an upward climb on a roadbed that looked like it was chiseled out of the cliffs and just the exact width. Looking out the window, one looked straight down, couldn't even see the roadbed. (Editor's note: This was the only train I've ever ridden that had air sickness bags in the seat pocket.) Everybody on the other side ran over and was looking down. My first thought was to tell them to get back to the other side, you are going to tip us. Looking back to the RDC-1 car, nobody was looking out the window, they were either sleeping or reading newspapers or doing other activities such as card playing.

Once we got to the top, the landscape flattened out. Since we were running slightly behind they dropped my grandparents and me off at a flag stop which was literally a signpost in the ground. My grandmother loved flowers, so she spent the 15 minutes we had to wait looking at all the wildflowers.

The first class passengers were entitled to meal service but it really was nothing to write home about. The only meal that I recall was supper on the way back which was a Swanson Chicken Pot Pie.

## Other West Coast Canada

### Victoria

#### The train of the Esquimalt & Nanaimo Ry

The E&N ran a single Budd RDC-2 between Victoria and Courtenay, Vancouver Island. I rode this little train twice both times from Nanaimo to Victoria. I got to Nanaimo via The BC Ferry System.

### Canadian Pacific Steamship Line

Northbound left Seattle at 8:30 am, Southbound left Victoria at 5:30 pm

The Canadian Pacific ran a steamship to Victoria from Seattle. During the summer they ran the *Princess Marguerite*. I rode it perhaps three times. In the middle of the Strait of Juan de Fuca is the only time in my life that I was on a ship that was out of sight of all land. The steamship brought tourists to Victoria and tours were offered showcasing the city's highlights. Not having much money back then, I just rode the deck and didn't try to get any of the state rooms.

## Progress on the Central Corridor Line

### The Minneapolis Side

Photos by John DeWitt



Looking east from one of the pedestrian bridges from of UM's Coffman Union.



A view of the West Bank Station looking west from the 19th Ave. bridge.





**Looking west on University Avenue where the tracks curve onto 29th Avenue and enter the Prospect Park Station.**



**Looking west from the Cedar Avenue bridge. The eastbound lane of Washington Avenue crosses the tracks which head west toward the I-35W flyover and junction with the Hiawatha Line.**

### **From Trains Newswire**

#### **Floods decimate CN routes in Twin Ports area**

Published: June 20, 2012

DULUTH, MN – One of the most significant flooding events since 1972 brought the city of Duluth and its railroads to a standstill over the last 24 hours. Torrential rains in Northern Minnesota have shut down operations on Canadian National's former Duluth, Missabe & Iron Range and Duluth, Winnipeg & Pacific lines in Duluth and the surrounding area. In the last 24 hours, the former DM&IR yard in Proctor, 7 miles from downtown Duluth, had received 8.3 inches of rain; other areas of Duluth had received up to 9 inches. Duluth Mayor Don Ness has declared a state of emergency due to serious flooding in the city, as had the City of Superior, WI. Several sinkholes had formed with automobiles dropping into them. Residents are being urged to stay home, and anyone planning to visit the area was being asked to stay away.

CN's former Missabe Road line that climbs Steelton Hill out of the Duluth area had been washed out. This line funnels manifest trains off the former DM&IR and DW&P to

Superior and CN's ex-Wisconsin Central line to Chicago. With Steelton Hill shut down, no through trains could operate on these routes. CN was examining detour routes through Canada and into Michigan to reach Chicago. CN's former DM&IR line into Two Harbors, MN, also had flood damage, preventing ore trains from reaching the dock facility in that city.

BNSF Railway had fared better, with some trains operating, but with flood patrols in front of trains. The railroad's Grassy Point Drawbridge between Duluth and Superior was closed because bridge tenders could not reach the bridge due to high water. BNSF terminal operations in Duluth and Superior had largely been shut down.

Tourist railroad North Shore Scenic Railroad, operated by the Lake Superior Railroad Museum, had shut down with several washouts on its line though the east end of Duluth. The railroad had several large trestles over rivers and streams on its line from Duluth to Two Harbors, with water raging underneath them as it ran downhill to Lake Superior.

It was unknown when repairs could be made and lines reopened. More rain was in the forecast for the Duluth area.

#### **Cloquet Terminal Railroad flooded; Lake Superior Railroad Museum weathers Duluth storms**

Published: June 21, 2012

DULUTH, MN – The waters of the St. Louis River had flooded the shop facility of short line Cloquet Terminal Railroad in Cloquet, MN. The engine house and small yard sit on Dunlap Island in the middle of the river, and house the railroad's four switch engines. Also currently inside the engine house was the Lake Superior Railroad Museum's former Duluth & Northeastern 2-8-0 No. 28, which the railroad was cosmetically restoring for the museum. Cloquet Terminal operates the former Duluth & Northeastern, which gained fame when it continued to use steam locomotives to pull its trains until 1964.

At the height of the storm, which dumped up to 9 inches of rain in northern Minnesota on Tuesday and Wednesday, a Cloquet Terminal switch crew attempted to reach the engine house to pull all the locomotives out, but was unable to do so because of high water. Two diesels were working the Sappi Paper Mill yard in Cloquet at the time and remain undamaged, while two other diesels and the steam locomotive were trapped in the engine house. Yesterday at 3 pm the Sappi mill shut down because of high water.

The Lake Superior Railroad Museum weathered the storm well, Executive Director Ken Buhler told *Trains News Wire*. The museum is in the process of building a new roof over its exhibit area, and the roof held up despite all the rainfall.

The museum's North Shore Scenic Railroad did not fare as well. Between 32nd Avenue East and 36th Avenue East in Duluth, about 100 feet of track was hanging 50 feet in the air after water washed away land under the track. Crews were bringing in dump truck loads of rock to fill in the hole. The railroad, which is owned by the two counties it operates through, hoped to have the line

through the washout area open by Saturday, June 23rd but Buehler said that might be too optimistic. Several other smaller washouts had already been repaired. Buehler said there might be more washouts further east near Palmers, MN, but crews had been unable to reach the area because Highway 61, which runs adjacent to the railroad, had been closed. Personnel hope to be able to inspect the track today (June 21st).

The museum began limited train operations Thursday June 21st, Buehler said, with a Budd RDC car running between the museum and just west of the washout. Reduced fares of \$10 for adults and \$5 for children were being charged.

Canadian National's former Duluth, Missabe & Iron Range line on the famous 7-mile Proctor Hill grade between Duluth and Proctor, MN, had been shut down. Water took out several hundred feet of the main track underneath the Interstate 35 and Boundary Avenue overpasses. CN uses the line to move loaded and empty taconite and limestone trains between the yard in Proctor and the Duluth ore docks.

CN crews have been working intensely to reopen its ex-Missabe line down Steelton Hill in the west end of Duluth, which connects its ex-DM&IR and Duluth, Winnipeg & Pacific lines to the former Wisconsin Central main line in Superior, WI, but the line remained closed.

On CN's ex-DM&IR line north of Two Harbors, MN, water had washed away about 200 feet of track to a depth of

about 4 feet near milepost 7, and there are several other washouts along the Iron Range Subdivision, which extends 74 miles between Two Harbors and Iron Junction, MN. CN had a 60-car rock train headed to the area Thursday from the north.

BNSF Railway closed its eastbound and westbound mains Wednesday, June 20th near the CN ore docks in Duluth due to a stream cutting away the roadbed around a small bridge. Crews were dumping rock to shore up the bridge and reopen the track. A culvert under a BNSF branch line in West Duluth gave way leaving the track precariously suspended in the air.

Canadian Pacific, which has little of its own track in the Twin Ports, instead relying on trackage rights, still suffered damage when a portion of its track in Superior, WI, near 28th Street North was severely undermined by water.

Minnesota Gov. Mark Dayton planned to visit Duluth and declare it a disaster area, which would qualify the city to receive state funds to assist with the emergency. Officials are hoping for a similar declaration from President Obama, allowing the city and surrounding area to qualify for federal disaster relief funding.

#### **Canadian National reopens northern Minnesota lines**

Published: June 22, 2012

DULUTH, MN – Canadian National Railway had begun the process of reopening its former Duluth, Missabe & Iron Range and Duluth, Winnipeg & Pacific lines in northern Minnesota. Floods washed out track through the area after

### **The Northstar Chapter of the National Railway Historical Society Trip to Duluth for a Final Ride Behind Soo Line Pacific 2719 Before Major Repairs**

August 18th we will ride behind Soo Pacific 2719 between Duluth and Two Harbors. This will be the last season the 2719 will run until FRA mandated 15 year inspection, which requires the complete dismantling of the boiler, is completed.

The schedule is as follows: Meet at the Amtrak Midway Station at 6:45 am, departing at 7:00 am, with arrival in Duluth by 10 am for 2719's departure at 10:30 am. Arrival in Two Harbors will be 12:30 pm. Lunch will be on your own. Departure from Two Harbors will be 2:30 pm with arrival in Duluth about 4:30 pm and departure to the Twin Cities shortly after arrival with a meal stop in Hinckley.

**Reservation Deadline: August 4th.**

Fare.....\$105.00    Passenger Names \_\_\_\_\_  
\_\_\_\_\_

Total Remitted \$ \_\_\_\_\_

Phone number of member (in case we need to contact you) \_\_\_\_\_

Make checks payable to "Northstar Railway Historical Society"

Send to: John Goodman, 8409 13th Avenue South, Bloomington, MN 55425-1705

email: jhgoodman2001yahoo.com for last minute reservations

a storm system dropped up to 9 inches of rain in 18 hours in northern Minnesota June 19-20.

CN reopened its Missabe and Superior subdivisions in the Duluth area at 5 am Friday, June 22nd. This would allow trains from Canada to move from the ex-DM&IR and DW&P main lines to Superior, WI, and then east on CN's network.

The ex-DM&IR Iron Range subdivision north of Two Harbors, MN, was opened for traffic at 1:15 am Friday, followed by the former DW&P Rainy subdivision main line north of Duluth at 7 am.

It was expected that over the next several days the area would see a wave of trains in both directions as CN attempts to clear traffic.



**Norfolk Southern heritage unit group photo at North Carolina Transportation Museum in the former Southern Railway Spencer Shops at Spencer, NC July 3rd and 4th. 4000 persons attended the event. Norfolk Southern CEO Wick Moorman spoke at the event Tuesday, July 3rd. (Note: Recipients of the electronic edition get this photo in color.)**

Northstar News  
Northstar Chapter  
National Railway Historical Society  
1515 Creek Meadows Drive NW  
Coon Rapids, MN, 55433-3768

Address Correction Requested



# PACIFIC GREAT EASTERN RAILWAY COMPANY

## PASSENGER TRAIN SCHEDULE

Subject to change without notice.

During period when Daylight Saving Time prevails in British Columbia, times for trains should be read as "Daylight Saving Time."

NOTE: Buses north of Prince George operate on STANDARD TIME only.

Read Down	Read Down	MILES FROM NTH VAN.	STATIONS	ALT.	Read Up	Read Up
DAYLINER MON. WED. FRI.	NO. 1 DAILY				NO. 2 DAILY	DAYLINER TUES. THUR. SAT.
	08 00	0.0	(A) NORTH VANCOUVER	3	f 21 30	
	f 08 22	10.7	HORSESHOE BAY	162	f 21 05	
		18.0	LIONS BAY	65		
	f 08 38	19.2	BRUNSWICK	36	f 20 46	
	f 08 51	25.9	PORTEAU	16	f 20 31	
	f 08 59	30.6	BRITANNIA	13	f 20 23	
	09 19	39.8	SQUAMISH	8	f 20 06	
	f 09 34	49.3	CHEAKAMUS	189	f 19 48	
	f 09 54	59.5	GARIBOLDI	1126	f 19 26	
		62.5	WATER TANK	1296		
		65.3	BRANDYWINE FALLS	1536		
	f 10 11	67.1	MCGUIRE	1632	f 19 08	
	f 10 26	74.4	ALTA LAKE	2100	f 18 53	
	f 10 27	75.3	RAINBOW	2099	f 18 50	
	f 10 30	77.2	MONS	2012	f 18 47	
	f 10 34	79.5	PARKHURST	1927	f 18 43	
	f 10 44	84.2	GREEN RIVER	1600	f 18 33	
	f 10 54	90.3	TISDALL	1123	f 18 23	
	11 08	94.6	(A) PEMBERTON	696	f 18 15	
	f 11 15	99.1	MT CURRIE	686	f 18 05	
		104.2	SPETCH	1042		
		109.0	GRAMSONS (10 Downing St.)	1303		
	f 11 40	113.6	BIRKEN	575	f 17 36	
		117.7	GATES	1238		
	f 11 52	120.3	DEVINE	1015	f 17 24	
	f 11 59	122.8	D'ARCY	980	f 17 19	
		127.7	PONDEROSA	870		
		128.8	MCGILLIVRAY FALLS	872		
	f 12 15	130.4	MARNE	867	f 17 02	
	f 12 33	139.3	SETON PORTAGE	828	f 16 44	
	f 12 42	142.3	SHALALTH	813	f 16 36	
	f 12 56	148.9	REISKUTIK	815	f 16 22	
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	f 14 16	183.2	MORAN	2706	f 15 00	
	f 14 38	192.7	KELLY LAKE	3509	f 14 38	
	f 14 53	203.1	CLINTON	3166	f 14 20	
		214.7	CHASIM	3508		
	f 15 16	218.8	KOSTER	3603	f 13 55	
		222.0	70 MILE	3568		
	f 15 33	230.6	GRAHAM	3381	f 13 40	
		232.8	J. BAR T RANCH	3612		
	f 15 42	236.4	FLYING U	3788	f 13 28	
		238.8	GRATTANS QUEST RANCH	3801		
		243.2	HORSE LAKE	3864		
	f 15 57	246.7	LONE BUTTE	3745	f 13 15	
	16 20	259.5	(A) EXETER	3181	f 13 00	
	f 16 29	265.6	TATTON	3041	f 12 49	
	f 16 41	273.5	LAC LA HACHE	2761	f 12 37	
		278.0	CANAMA	2658		
	f 16 56	283.2	WRIGHT	2660	f 12 22	
	f 17 12	293.8	ENTERPRISE	2500	f 12 06	
	f 17 31	306.0	ONWARD	2048	f 11 47	
		314.0	Arr. (A) WILLIAMS LAKE	1860	f 11 26	
	17 55	314.0	Lve. (A) WILLIAMS LAKE	1860	f 10 51	
	f 18 30	335.8	SODA CREEK	1755	f 10 35	
	f 18 47	346.6	MACALISTER	603	f 10 20	
	f 19 02	358.2	ALEXANDRIA	1800	f 10 00	
	f 19 23	374.5	DRAGON	1771	f 09 40	
	19 45	384.6	(A) QUESNEL	1549	f 09 27	
	f 19 56	390.3	BARLOW	2258	f 09 15	
	f 20 08	396.8	COTWOOD	2518	f 09 01	
	f 20 21	404.8	GREENING	2537		
		409.6	AHBAU	2364		
	f 20 34	413.8	DUNKLEY	2215	f 08 48	
		419.4	STRAITHAVAR	2080		
	f 20 52	424.9	HIXON	1964	f 08 30	
		431.1	WALKER	1856		
		436.8	WOODPECKER	1916		
	f 21 20	440.6	CRYSDALE	1905	f 08 06	
		444.2	STONER	1894		
	f 21 36	445.1	REDROCK	2090	f 07 52	
	f 21 50	457.5	TABOR	1960	f 07 40	
	f 22 00	462.7	PRINCE GEORGE	1870	f 07 30	
DAYLINER MON. WED. FRI.			(A) Denotes Agency & Regular Stop (f) Denotes flag stop		DAYLINER TUES. THUR. SAT.	

## TIME

The 24 hour clock is used to show arrival and departure times.

Example: 08 00 is 8 am  
12 00 is noon  
18 30 is 6:30 pm  
22 00 is 10 pm



## BUS CONNECTIONS BETWEEN PRINCE GEORGE and DAWSON CREEK

**IMPORTANT NOTICE** — Where times of bus lines are shown, it is as a convenience to the public, and the Company does not vouch for their correctness, nor will it assume responsibility for any failure of its trains to connect with such lines or vice versa, nor for any delay, detention or any happening whatsoever which may occur on the bus lines.

NOTE: All Times shown are PACIFIC STANDARD TIME and MOUNTAIN STANDARD TIME ON BUS SCHEDULES.

READ DOWN		CANADIAN COACHWAYS				READ UP	
DAILY	DAILY		STATIONS			DAILY	DAILY
10 00	23 45	PST	Lve. PRINCE GEORGE	Arr.	PST	17 05	22 30
15 50	05 40	MST	Arr. CHETWYND	Lve.	MST	13 25	19 15
16 05	05 50	"	Lve. CHETWYND	Arr.	"	13 12	19 05
17 25	07 30	"	Arr. DAWSON CREEK	Lve.	"	11 45	17 45

MST—Mountain Standard Time. PST—Pacific Standard Time. Arr.—Arrive. Lve.—Leave.

## BUS CONNECTIONS

### VANCOUVER AND NORTH VANCOUVER

Buses will arrive at, and leave from the lobby of the Hotel Abbotsford at 921 West Pender Street — one block east of the P.G.E. head office.  
This service is operated by an independent company and fares are payable direct by the passengers.

### LIMOUSINE SERVICE AT PRINCE GEORGE

Limousine service between Railway Station and hotels is available at Prince George.

### DAWSON CREEK AND FORT ST. JOHN

Canadian Coachways make daily connections between Dawson Creek and Fort St. John.

## BAGGAGE

Passengers may take into coaches only a reasonable quantity of hand baggage (no single piece to exceed 50 lbs. in weight), and are advised to check all baggage not required enroute.

Unless otherwise stipulated, 150 pounds of baggage, not exceeding \$100.00 in value, will be checked without charge on each adult passenger ticket and 75 pounds, not exceeding \$50.00 in value, for a child travelling on a half-fare ticket. Baggage exceeding these weights or values will be charged for at current rates, as will also any piece of baggage exceeding 45 inches in the greatest dimension.

Baggage consists of wearing apparel, toilet articles and similar effects, except liquids, necessary for the comfort and convenience of the passenger on the journey. It is required to be enclosed in appropriate receptacles such as trunks, valises and so forth.

Combustible or inflammable material in baggage is prohibited by law, and must not be included therein.

RDC Trains provide only limited accommodation for the handling of checked baggage. Bulky piece or pieces weighing in excess of 75 lbs. will be forwarded in the first convenient train.

Dogs and small household pets, viz. Cats, birds, etc., will not be checked for handling on RDCs.

Baggage for Flag Stations where Agents are not on duty, must be claimed from Train Baggage-man before arrival at destination.



Left: Canadian National's *Continental* at Jasper, Alberta. Right: The lounge car on the *Continental*. Photos by H. Martin Swan





## TICKETS

**Conductors** are not permitted to adjust fares. In the event of disagreement as to tickets, privileges allowed, etc., passengers should pay fare requested by the conductor and send his receipt to the Passenger Department for whatever adjustment may be due.

**Children** 12 years of age or over are required to pay full fare; children 5 years of age and under 12 pay half-fare. Children under 5 years of age travel free when accompanied by parent or guardian.

**Seat Tickets.** Children under 5 years of age will be required to pay full seat fare if occupying a seat in reserved seat car.

## Welcome Aboard

Train crews have found passengers ask many questions about their railway, the country through which it passes and the places at which it stops. The following is designed to help answer some of these questions.

This railway, which was started over half a century ago, was pioneered by men of broad vision. It was named Pacific Great Eastern honouring the Great Eastern Railway in Britain. It has a record of achievement in the development of the North and is owned and operated by the people of British Columbia.

Something of its history and other facts are set out in this folder.

You are going on a rail trip through some of the most spectacular scenery in the world.

We hope you enjoy your trip. You will find all members of your train crew anxious to make your trip both enjoyable and memorable.

### Mile Altitude

0	Sea Level	<b>NORTH VANCOUVER</b> , southern terminus on tidewater. Here are shops and extensive yards of Pacific Great Eastern Railway.
10.7	162'	<b>HORSESHOE BAY</b> . Gateway to Howe Sound. Waters world famous for sport salmon fishing. On right is the Squamish Highway.
30.6	13'	<b>BRITANNIA BEACH</b> . Site of a Mining & Smelting Company. Woodfibre pulp and paper mill is across the Sound.
39.8	8'	<b>SQUAMISH</b> . Headquarters of the Railway's Mechanical Department and major repair locomotive shops. Looking North is an inspiring view of Mount Garibaldi (8787 ft.).
48.0	175'	On right, a transformer station for the B.C. Hydro and Power Authority.
48.5	185'	<b>CHEEKY RIVER</b> is crossed. From this point railway follows the Cheekamus River and climbs two percent grade of the coastal range. Here is the famous Cheekamus Canyon. From Mile 53 to 57 the river boils through this narrow gorge.
72.0	1900'	<b>CHEAKAMUS RIVER</b> again followed for short distance.
74.4	2100'	<b>ALTA LAKE</b> . Summit of the coast range, extensive facilities catering to the ski enthusiast has resulted in this area becoming a popular year round resort.
80.0	1895'	<b>GREEN LAKE</b> . Wedge Mountain visible. Here begins descent to Pemberton Valley. Green River on right of train.
90.7	1112'	<b>GREEN RIVER FALLS</b> .
94.6	696'	<b>PEMBERTON</b> , distribution centre for the fertile Pemberton Valley. A short distance north, railway crosses Lillooet River, once a main artery in gold rush days.
99.1	686'	<b>MOUNT CURRIE</b> , large Indian Reserve.
104.2	1042'	<b>BIRKENHEAD RIVER</b> is crossed.
113.6	1575'	<b>BIRKEN</b> , summit of Cascade Mountain. Towers carrying electricity to Vancouver from Bridge River may be seen from time to time.
122.8	880'	<b>D'ARCY</b> — at head of Anderson Lake. Train follows western shore for 15 miles.
139.3	828'	<b>SETON PORTAGE</b> , site of first railway in B.C. Wooden rails between Seton and Anderson Lake were used for boat portage.
141.4	820'	<b>POWER SITE</b> of B.C. Hydro and Power Authority. Left are penstocks through which water is carried from Bridge River to powerhouse.

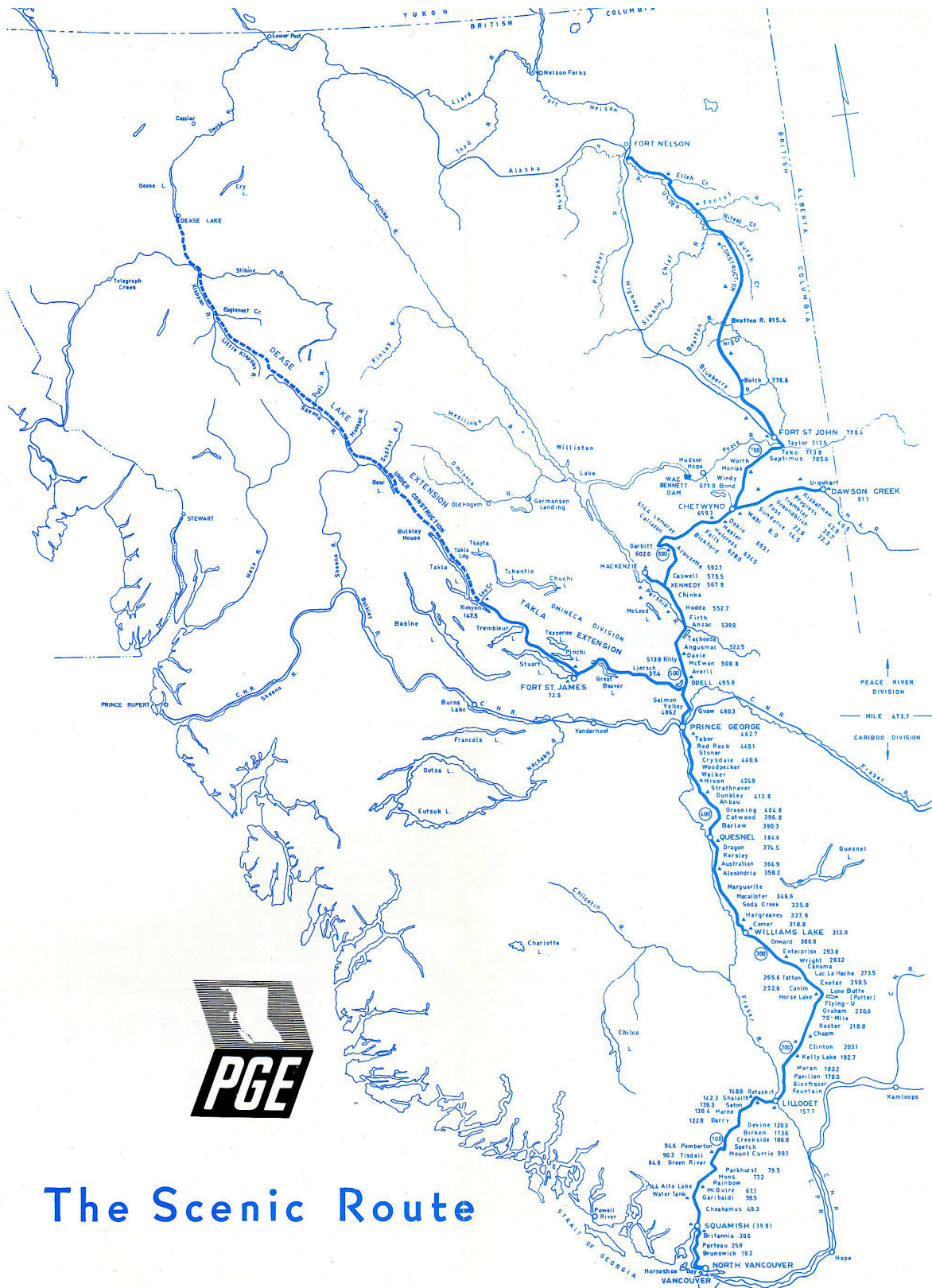
### Mile Altitude

142.3	813'	<b>SHALALTH</b> — once gateway to famous Bridge River gold mining district.
154.6	800'	North end of Seton Lake — Mount Brew (alt. 9,200 ft.) across lake.
155.0	800'	Right is the outlet to canal providing water power for B.C. Hydro and Power Authority's Seton power development.
157.7	793'	<b>LILLOOET</b> — dry belt area. Divisional point on railway and distribution centre for farming and ranch products. Noted for tomatoes and small fruits. Lillooet is pioneer Cariboo community, has several historic landmarks. It is Mile "O" of historic Cariboo Highway.
161.0	850'	Railway crosses Fraser River on high steel and concrete bridge. From here railway follows Fraser River Canyon. Grade at this point is 2.2 percent.
183.2	2706'	Moran. Fraser River visible two thousand feet below the tracks.
192.7	3509'	<b>KELLY LAKE</b> — Here we enter the cattle country of Cariboo.
203.1	3166'	<b>CLINTON</b> — Cariboo ranching centre, famous during stagecoach days. Noted museum.
214.7	3508'	<b>CHASM</b> — This awe-inspiring canyon is hundreds of feet deep and more than a mile long.
243.2	3864'	<b>HORSE LAKE</b> — highest point on railway, altitude 3,864 feet above sea level. From this summit the butte, from which Lone Butte derives its name, can be seen.
259.5	3181'	<b>EXETER (100 MILE HOUSE)</b> — Lumber industry centre and cattle ranches.
273.5	2761'	<b>LAC LA HACHE</b> — Ranch and resort area.
303.1	2060'	St. Joseph's Mission and Indian School.
314.0	1925'	<b>WILLIAMS LAKE</b> — Divisional point on railway, is active lumbering centre in the heart of immense ranching country. Large stockyards here, from which thousands of cattle are shipped each year to Canadian and U.S. markets.
331.0	1800'	<b>DEEP CREEK</b> is crossed. Deck of this bridge is 312 feet above water. One of world's highest railway bridges.
381.5	1578'	<b>PLYWOOD PLANT</b> of Western Plywood (Cariboo) Ltd.
384.6	1549'	<b>QUESNEL</b> — Situated at junction of Fraser and Quesnel rivers; important lumbering centre. An historic community of approximately 8,000, it possesses many relics of early pioneer days. From here a scenic drive (55 miles) may be made to Wells-Barkerville gold mining area. In gold rush days in the west, Barkerville's population was exceeded only by that of San Francisco.
400.0	2525'	<b>COTTONWOOD RIVER BRIDGE</b> — Cost more than one million dollars — 1,023 feet long and 234 feet above Cottonwood River.
404.8	2537'	<b>GREENING SIDING</b> — Summit of grade between Quesnel and Prince George.
408.0	2375'	<b>AHBAU CREEK BRIDGE</b> — length 920 feet and 75 feet above Ahbau Creek. North end of bridge was scene of a silver spike ceremony at the opening of the extension Quesnel to Prince George.
424.9	1964'	<b>HIXON</b> . Centre of expanding lumbering and farming area midway between Quesnel and Prince George.
426.5	1857'	<b>CANYON CREEK BRIDGE</b> — Just west of junction of Canyon and Hixon Creeks. Latter was scene of large scale placer mining early in the century.
451.0	2090'	As the line approaches Prince George, it again parallels the Fraser River. South Fort George across the river. River steamers arrived here from Soda Creek. 130 miles south.
466.1	1900'	
462.7	1870'	<b>PRINCE GEORGE</b> , divisional point, at junction of Fraser and Nechako Rivers. Population of approximately 25,000, features lumbering and farming. Gateway to Northern British Columbia and Peace River District. At Prince George, Pacific Great Eastern Railway connects with Canadian National Railways, affording through service to Prince Rupert westbound, and to Edmonton and points east.



Left: Canadian Pacific's *Dominion* at Calgary. Right: The *Dominion* at Field, British Columbia. Photos by H. Martin Swan





The Scenic Route