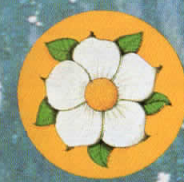


The Scenic Route

Printed in Canada by Mitchell Press Limited



BRITISH COLUMBIA RAILWAY

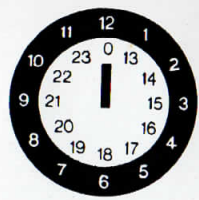
PASSENGER TRAIN SCHEDULE



The Scenic Route of British Columbia

**BRITISH COLUMBIA RAILWAY COMPANY
PASSENGER TRAIN SCHEDULE**

During period when Daylight Saving Time prevails in British Columbia, times for trains should be read as "Daylight Saving Time".
Effective July 1st, 1974.
Subject to change without notice.



TIME
The 24-hour clock is used to show arrival and departure times.
Example: 08:00 is 8 a.m.
12:00 is noon
18:30 is 6:30 p.m.
22:00 is 10 p.m.

BUS SERVICE

VANCOUVER AND NORTH VANCOUVER

Bus will leave from the lobby of the Hotel Abbotsford at 921 West Pender Street at 07:15 to connect with Train No. 1. Bus meets Train No. 2 to transport passengers to the hotel. This service is operated by an independent company, and fares are payable direct by the passenger.

CANADIAN NATIONAL RAILWAYS

CN trains operate from Prince George to Prince Rupert and to Jasper and points east.

**BUS SERVICE 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.
During period when Daylight Saving Time prevails in British Columbia, times for buses should be read as "Daylight Saving Time".

DAWSON CREEK AND FORT ST. JOHN

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

READ DOWN		COACHWAYS SYSTEMS		READ UP	
DAILY	DAILY	STATIONS		DAILY	DAILY
10:00	23:30	PST	Lve. PRINCE GEORGE Arr.	PST	17:05
16:05	05:05	MST	Arr. CHETWYND Lve.	MST	13:25
17:40	06:40	"	Lve. CHETWYND Arr.	"	11:45
		"	Arr. DAWSON CREEK Lve.	"	17:15

MST—Mountain Standard Time PST—Pacific Standard Time Arr.—Arrive Lve.—Leave Coachways System makes daily bus 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 baggage not required en route. Unless otherwise stipulated, 150 pounds of baggage, not exceeding \$100 in value, 3 pieces per adult or 5 pieces per family, will be checked without charge on each adult passenger ticket and 75 pounds, not exceeding \$50 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 the RDCs.

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

TICKETS

Conductors are not permitted to adjust fares. In the event of disagreement as to tickets, privileges allowed, etc., passenger 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 the 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 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 embarking on a journey through some of the most spectacular scenery in the world. You will find all members of your train crew anxious to make your trip a memorable occasion. We hope you will enjoy your travel with British Columbia Railway along the scenic route.

Mile Altitude

Sea Level **NORTH VANCOUVER.** Southern terminus on tidewater. Here are shops and extensive yards of British Columbia Railway.

11.5 162 On left is Horseshoe Bay, gateway to Howe Sound. These waters are world famous for sport salmon fishing.

30.6 13 **BRITANNIA BEACH.** Site of a Mining and Smelting Company. Woodfibre pulp and paper mill is located across Howe Sound.

39.9 8 **SQUAMISH.** Headquarters of the Railway's Locomotive Shops and car manufacturing plant. Looking north is an inspiring view of Mount Garibaldi (8787 ft.).

46.6 175 On right is B.C. Hydro and Power Authority transformer station.

47.0 185 **CHEEKYE RIVER** is crossed. This is the beginning of the spectacular Cheakamus Canyon. The railway climbs a steep two per cent grade and from mile 53 to 57 the river may be seen as it tumbles through the narrow gorge.

59.5 1126 **GARIBALDI STATION.** Situated on the outskirts of Garibaldi Provincial Park. From this point, a trail leads to the Alpine Meadows, lakes and the Black Tusk.

72.0 1900 **CHEAKAMUS RIVER** again followed for a short distance.

74.4 2100 **ALTA LAKE.** Summit of the coastal range, extensive facilities catering to the ski enthusiast has resulted in this area becoming a popular year round resort.

78.0 1895 **GREEN LAKE.** Wedge Mountain visible. Here begins the descent to Pemberton Valley. Green River is seen on the right of train.

90.8 1112 **GREEN RIVER FALLS.**

94.7 696 **PEMBERTON.** 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 **MOUNT CURRIE.** Large Indian Reservation.

104.2 1042 **BIRKENHEAD RIVER** is crossed.

113.7 1575 **BIRKEN.** Summit of Cascade Mountain. Towers carrying electricity to Vancouver from Bridge River may be seen from time to time.

122.8 880 **D'ARCY.** At head of Anderson Lake. Train follows western shore for 15 miles.

139.3 828 **SETON PORTAGE.** Site of first railway in B.C. Wooden rails between Seton and Anderson Lakes were used for boat portage. This was one leg of the arduous route via Harrison and Lillooet Lakes on to the village of Lillooet.

141.3 820 **POWER SITE** of B.C. Hydro and Power Authority. Left are penstocks through which water is carried from the Bridge River to powerhouse.

142.3 813 **SHALALTH.** Once gateway to famous Bridge River gold mining district.

154.6 800 North end of Seton Lake. Mount Brew (Alt. 9200 ft.) may be seen across lake.

155.0 800 Right is the outlet to canal providing water power for B.C. Hydro and Power Authority's Bridge River power development.

Mile Altitude

157.5 793 **LILLOOET.** Divisional point on Railway Dry Belt. Area where sunny climate lends itself to growing succulent small fruits, watermelon and a large variety of vegetables. Lillooet has many historical landmarks including a Cairn marking Mile Zero of the famous Cariboo Highway. The many "Mile" houses where stage coaches were once stopped for meals and a fresh team of horses were measured from this pioneer community.

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.

183.1 2706 Moran. Fraser River visible two thousand feet below the tracks.

192.6 3509 **KELLY LAKE.** Here we enter the cattle country of the renowned Cariboo.

203.0 3166 **CLINTON.** Cariboo ranching centre. Well known for the Annual Rodeo and Clinton Ball which has been held each year for over one hundred years.

214.7 3508 **CHASM.** This awe-inspiring canyon is hundreds of feet deep and more than a mile long.

243.2 3864 **HORSE LAKE.** Highest point on railway, altitude 3864 feet above sea level. From this summit the butte, from which Lone Butte derives its name, can be seen.

259.2 3181 **EXETER.** (100 Mile House) Lumber industry centre and cattle ranches.

273.4 2761 **LAC LA HACHE.** Ranch and resort area. Popular lake for winter ice fishing.

302.9 2060 St. Joseph's Mission and Indian School.

313.9 1925 **WILLIAMS LAKE.** Divisional point of railway. It is an active lumbering centre in the heart of immense ranching country serving Chilcotin and Horsefly areas. Large stockyards here, from which thousands of cattle are shipped each year to Canadian and U.S. markets.

331.1 1800 **DEEP CREEK** is crossed. Deck of this bridge is 312 feet above water. One of the world's highest railway bridges.

381.2 1578 **PLYWOOD PLANT** of Western Plywood (Cariboo) Ltd.

384.6 1549 **QUESNEL.** Situated at junction of Fraser and Quesnel Rivers; important lumbering centre. An historical community of approximately 10,000 (area 20,000), 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 of the West, Barkerville's population was exceeded only by that of San Francisco.

400.0 2525 **COTTONWOOD RIVER BRIDGE.** Cost more than one million dollars. 1023 feet long and 234 feet above Cottonwood River.

404.6 2537 **GREENING SIDING.** Summit of grade between Quesnel and Prince George.

406.3 2375 **AHBAU CREEK BRIDGE.** 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.

424.6 1964 **HIXON.** Centre of expanding lumbering and farming area midway between Quesnel and Prince George.

426.5 1857 **CANYON CREEK BRIDGE.** Just west of junction of Canyon and Hixon Creeks. Latter was scene of large scale placer mining early in the century.

451.0 2090 to 466.1 1900 As the line approaches Prince George, it again parallels the Fraser River. South Fort George is across the river. Many years ago river steamers arrived here from Soda Creek, 130 miles south.

462.5 1870 **PRINCE GEORGE.** Divisional point, at the junction of the Fraser and Nechako Rivers. Population of approximately 39,000. Area (63,000) features lumbering and farming. Gateway to Northern British Columbia and Peace River District. At Prince George, British Columbia Railway connects with Canadian National Railways, affording through service to Prince Rupert westbound, and to Edmonton and points east. Passenger service to the north is provided by Greyhound Bus.

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	1.2	(A) NORTH VANCOUVER	3	21:30	
f	14.1		SUNSET BEACH	102	f	
f	18.0		LIONS BAY	65	f	
f	08:38	19.1	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	
f	09:19	39.9	(A) SQUAMISH	8	20:06	
f	09:34	49.3	CHEAKAMUS	189	f 19:48	
f	09:54	59.5	GARIBALDI	1126	f 19:26	
f	62.6		WATER TANK	1296	f	
f	65.3		BRANDYWINE FALLS	1536	f	
f	10:11	67.2	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	77.3	MONS	2012	f 18:47	
f	10:34	79.5	PARKHURST	1927	f 18:43	
f	10:44	84.8	GREEN RIVER	1600	f 18:33	
f	10:54	90.3	TISDALL	1123	f 18:23	
f	11:08	94.7	(A) PEMBERTON	696	18:15	
f	11:15	99.1	MT. CURRIE	686	f 18:05	
f	104.4		SPETCH	1042	f	
f	109.0		GRAMSONS (10 Downing St.)	1303	f	
f	11:40	113.7	BIRKEN	1575	f 17:36	
f	117.8		GATES	1238	f	
f	120.5		DEVINE	1015	f 17:24	
f	122.8		D'ARCY	880	f 17:19	
f	127.8		PONDEROSA	870	f	
f	128.9		McGILLIVRAY FALLS	872	f	
f	130.4		MARNE	867	f 17:02	
f	132.3		SETON PORTAGE	828	f 16:44	
f	142.3		SHALALTH	813	f 16:36	
f	148.7		RETASKIT	815	f 16:22	
f	157.5		(A) LILLOOET	793	f 16:05	
	NO. 1 DAILY				NO. 2 DAILY	
f	13:25	157.5	Lve. (A) LILLOOET Arr.	793	15:55	
f	13:39	165.2	FOUNTAIN	1059	f 15:39	
f	13:54	172.9	GLENFRASER	1666	f 15:22	
f	14:05	177.8	PAVILION	2175	f 15:11	
f	14:16	183.1	MORAN	2706	f 15:00	
f	14:38	192.6	KELLY LAKE	3509	f 14:38	
f	14:53	203.0	CLINTON	3166	f 14:20	
f	214.7		CHASM	3508	f	
f	221.8		70 MILE	3568	f	
f	15:33	230.5	GRAHAM	3581	f 13:40	
f	232.8		GRVL. PIT - N. GREEN & WATCH LAKES	3612	f	
f	15:42	236.3	FLYING-U	3788	f 13:28	
f	243.2		HORSE LAKE	3864	f	
f	15:57	246.2	LONE BUTTE	3745	f 13:15	
f	16:15	259.2	(A) EXETER	3181	13:00	
f	16:29	265.4	TATTON	3041	f 12:49	
f	16:41	273.4	LAC LA HACHE	2761	f 12:37	
f	277.8		CANAMA	2658	f	
f	16:56	283.3	WRIGHT	2660	f 12:22	
f	17:12	293.6	ENTERPRISE	2500	f 12:06	
f	17:31	305.8	ONWARD	2048	f 11:47	
f	313.9		Arr. (A) WILLIAMS LAKE Lve.	1860	11:26	
f	18:30	313.9	Lve. (A) WILLIAMS LAKE Arr.	1860	f	
f	18:47	335.5	SODA CREEK	1755	f 10:51	
f	19:02	346.5	MACALISTER	1603	f 10:35	
f	19:45	358.1	ALEXANDRIA	1800	f 10:20	
f	20:08	384.6	(A) QUESNEL	1549	09:40	
f	20:25	396.5	COTWOOD	2518	f 09:15	
f	404.6		GREENING	2537	f 09:01	
f	20:38	409.4	AHBAU	2364	f	
f	20:55	413.6	DUNKLEY	2215	f 08:48	
f	419.3		STRATHNAVER	2080	f	
f	424.6		HIXON	1964	f 08:30	
f	21:24	431.1	WALKER	1856	f	
f	21:40	440.3	CRYSDALE	1905	f 08:06	
f	21:54	448.8	REDROCK	2090	f 07:52	
f	22:00	457.9	TABOR	1960	f 07:40	
f	462.5		PRINCE GEORGE	1870	07:30	
DAYLINER MON. WED. FRI.		(A) Denotes Agency & Regular Stop (f) Denotes flag stop			DAYLINER TUES. THUR. SAT.	