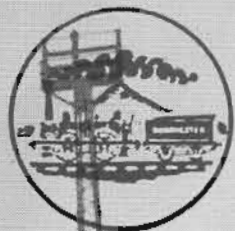


Canadian Rail



No. 363
APRIL 1982







CANADIAN RAIL

ISSN 0008-4875

Published monthly by The Canadian
Railroad Historical Association
P.O. Box 22, Station B
Montreal, Quebec, Canada H3B 3J5

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FRONT COVER

GREAT NORTHERN 1450 northbound on
Lake Washington Ship Canal bridge
on north side approaching Ballard
Station on May 26 1934.

James A. Turner.

OPPOSITE

Great Northern Railway Neg.
9798 V 2

Picture of a typical
streamlined G.N. Parlour-
observation car. Note: A G.N.
feature: The North American
Indian Emphasis in the wall
pictures.

Two parlour cars, Port of
Vancouver and Port of Seattle
that regularly served in the
Vancouver-Seattle corridor,
where in many ways similar.

Please Credit: James A. Turner

G.N. 1371 South Bound at the old Edmonds, Washington, Station, Warren Wing, Seattle, gives the date as Sep't. 13 1938.

Edmonds offered the railfan and photographer considerable scope as at least 3 name trains stopped here.





90 years rail passenger service in the Vancouver- Seattle corridor

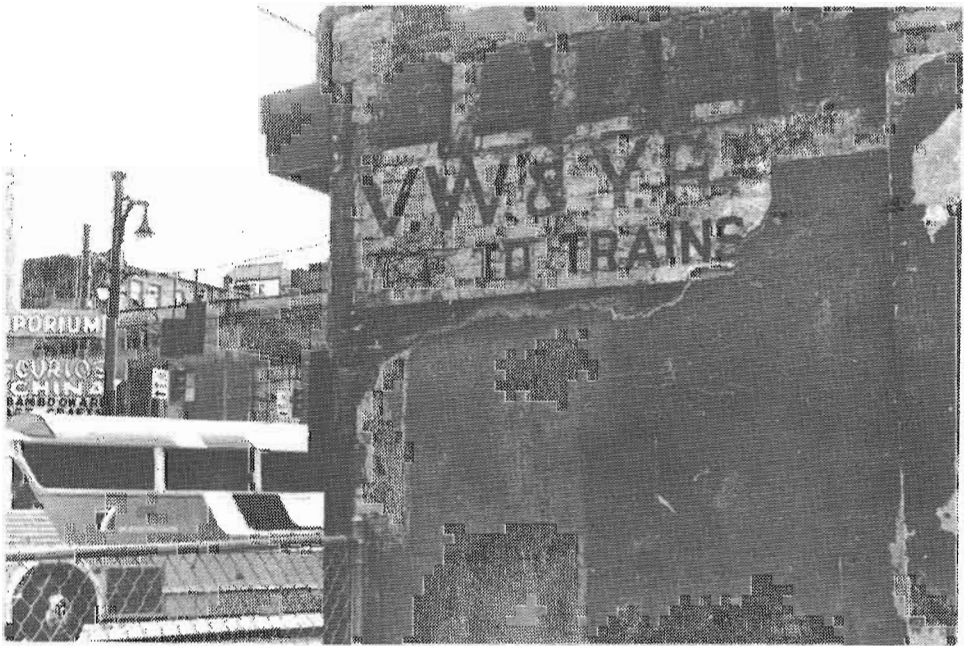
By Norris Adams, Vancouver, B.C.

Amtrak's National timetable, effective April 26, 1981, head-lined their cover, "Amtrak's Tenth Anniversary" and also "The Dawn of a new decade". How true these statements were in the Pacific Northwest: Pacific International #794 was scheduled to arrive at Vancouver's Via Station, Main Street at 11:44 P.M. Sept. 30, 1981. Regretably, for her last appearance here she was late, despite her crew's herculean efforts to recoup lost time. Apparently, Canadian Customs and Immigration spent extra time checking at the International border. She hustled back to U.S. rails, apparently to avoid extra charges from C.N. that could have been effective after the stroke of midnight. Soon after dawn came the dawn of a "little offtrack duckling" in the form of a Trailways bus that would make an almost non stop run between Via station and Amtrak King Street Station, Seattle. Hence, Amtrak trains to the East and the South could be fed, and similarly "the Canadian" to and from Eastern Canada points. Amtrak posted a notice in the Corridor stations, simply called, "A Change in Rail Passenger Service". It continued in a terse but final tone, "Due to budgetary limitations and statutory obligations, Amtrak is required to modify its nationwide system of Rail Passenger Service, September 30, 1981. Amtrak service will be removed from the following stations along the route of this train, Mount Vernon, Wa. Bellingham, Wa. Blaine Wa. New Westminster, B.C. Vancouver, B.C." So, by "the mere stroke (s) of a pen (s) it was "curtains" for 90 years of a multi-spendoured drama, including tracks, bridges, seascapes, tunnels, motive power, coaches, scenery, passenger and tourist appeal and just about everything a railfan with camera or tape recorder could desire. Two beautiful West Coast cities though 154 miles apart had become enduring and respected friends. Holiday week ends often proved this, when hundreds of eager lower mainland passengers flocked south for a little foreign adventure and buying spree. Always there was an atmosphere of welcome friendliness. Amtrak, offered a giveaway bumper sticker, "NEXT TIME TAKE THE TRAIN". But to-day it is a matter of history, and it's well conceived "punch line" is faded and gone. Let's slip back to 1891. The G.N. Coast line had opened two years before the completion of the U.S. G.N. transcontinental line. First passenger train north, was reported as 10 cars and about 600 people who detrained at South Westminster and crossed the Fraser River by ferry. A testimonial lunch was tendered by the Chamber of

Commerce. There were a small number of charter identified railroads which G.N. financed in the Lower Mainland. One was the New Westminster Southern, it headed along the Fraser River east through Brownsville and Port Kells, turning south to the International border near Douglas to connect with Great Northern in Washington State. Enroute it passed through Cloverdale, where there was a junction with another G.N. line that ran west $17\frac{1}{2}$ miles to Port Guichon with a mixed daily train.

Port Guichon was near the mouth of the South Fork of the Fraser River. G.N. operated a ferry to Sydney, and then a train to Victoria. Part of the mainland East-West tracks, mentioned, continued to Abbotsford and have been rebuilt and carry unit coal trains to Roberts Bank where their cargos are transferred to ships. In 1909, because of the hilly section north of the border to Cloverdale, a new line was built that hugged to coast line from Blaine, Wa. at the border through White Rock and Crescent Beach and turned slightly inland following the old Kennedy trail to the bridge at New Westminster which was opened in 1904. Please note the photocopy of the Great Northern timetable dated July 7, 1892. Around that time the Seattle train terminated at South Westminster, where there was a ferry crossing of the Fraser River required for the connection, quote "with the Electric Railway for Vancouver - 14 miles. This was the Westminster and Vancouver Tramway Company which as of October 3, 1891, were making 2 trips a day. This line contended with numerous curves and grades, some as much as 11%. Running time seems good - 45 minutes. The company bought 6 35 foot Brill passenger cars in 1893, which at "Fair Time" carried as many as 110 passengers each. On Saturday, July 23, 1904, the combined railway, highway, double decked swing type toll bridge at New Westminster was opened by the Government of B.C. The bridge was not without official restraints, quote, "No steam or electric locomotive or train, operated by steam, electricity or other power, no hand or push car or speeder shall cross the bridge in either direction at speeds greater than 10 m.p.h. On approaching the home signals at speed not exceeding 6 m.p.h." In other sections of the corridor, maximum permissible speeds for passenger trains varied, 40, 55, 65, 70 & 79 m.p.h. This bridge was not exempt from the wiles of the weather, nor from the foibles of human nature. On December 26, 1975, the fixed 390 foot span was destroyed when the log barge "Swiftshure Prince" 4,411 tons, slipped its moorings and was carried upstream by a high wind. Also in 1978 -- 12 operators who open the seing span, walked off the job, locking the bridge in the "open" position. This forced trains to use the C.P. rail bridge at Mission, 30 miles east. The corridor is interesting for the variety of engineered types of bridges--also several tunnels, including the one mile tunnel under downtown Seattle. Pictures, herewith, show the long Nicomekl River trestle, the South Bellingham High Steel Girder bridge, Golden Gardens overpass, and the Lake Washington Ship Canal Bridge with its counterpoised weighted bascule. Stations, too, are worthy of a railfans attention. Turning to Vancouver its first station was at Pender and Columbia Streets. G.N.'s chartered name applying to its right-of-way to New Westminster was the Vancouver, Westminster & Yukon Railway. When some of the cement render covering the West wall of the Marco Polo restaurant came loose the initials, V.W. & Y. Ry. and a pointed finger "To Trains" were apparent. It was a spartan station, built of corrugated iron, and a planked deck the height of a flat car. Before the False Creek flats were filled and the cut dug, The G.N. meandered into Vancouver by a diverse route, crossing False Creek on a trestle and ended at this station. G.N.'s second station at 900 Station Street (near Main St.) was more like a plush hotel.

It was opened in 1916, and intended to be a Union Station with C.N. as a partner. It was of steel construction, red rustic brick exterior trimmed with marble. There was a marble floor and high marble pillars. Everything was immaculate-- there were porters, station masters, shoe shine boys, matrons in the ladies' rest room -- the works! Outside, was a 574 foot umbrella shed that sheltered passengers the full length of 2 trains side by side. In 1965 the G.N. station was carefully torn down. G.N. trains transferred to the C.N. station next door. The New Westminster station was comparatively new, a white frame single storey building. The waiting room walls were lined with knotty pine boards. For many years this station served C.N. & Via when the late-lamented Super Continental used the Fraser River Bridge and made its way through Port Mann, Fort Langley, Matsqui, Chilliwack and beyond. A commemorative plaque (see picture) attests to 67 years service of B.N. both to the Province and to New Westminster. Also honoured is the 100th birthday of B.C. C.T.C. operators are located here. Blaine, Wa. station at the border is an "oldie", white board trimmed in B.N. green. It serves U.S. Customs & Immigration well for their on board inspections of U.S. bound passengers, while the train waits patiently. Bellingham station, claimed as heritage is a single storey yellow buff brick building. Truly, it



V. W & Y ry. *****TO TRAINS *****

These letters were revealed when some of the cement render was removed from the brick on the west side of the Marco Polo Restaurant on Pender Street at Columbia St. A vacant lot now adjoins.

The charter name for G.N.'s first entry into Vancouver and valid as far as New Westminster was the Vancouver, Westminster & Yukon R.R. It was chartered in 1897 & financed by G.N. The late city archivist, Major Matthews said "the Pender Street Station was a ramshackle corrugated iron building with planked decks the height of a flat car". Access to the station was by means of a pile driven trestle across False Creek.

This was G.N.'s first station in Vancouver.

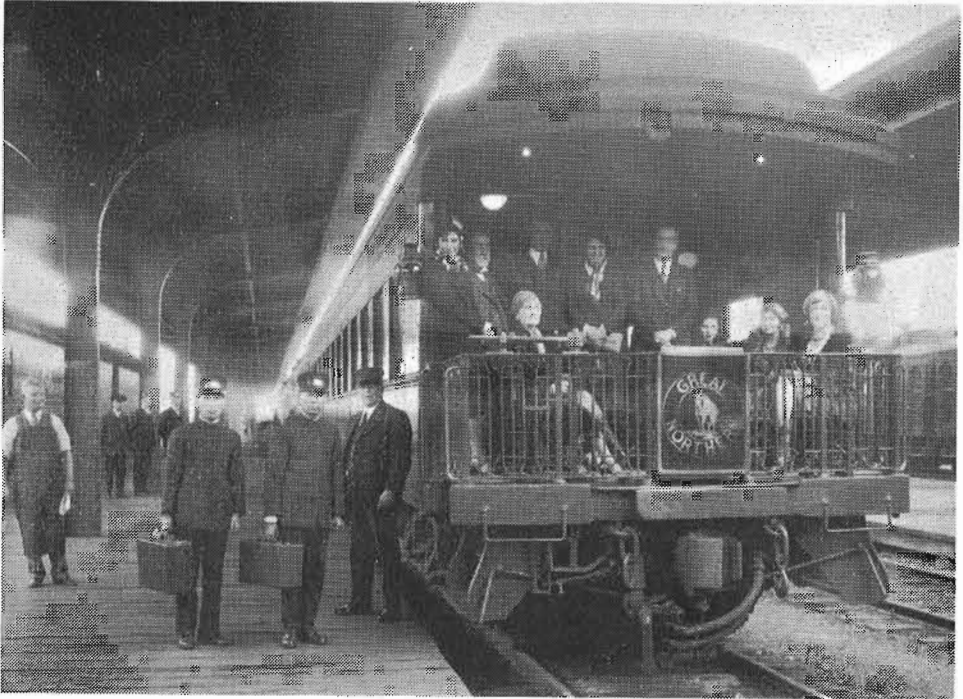
reflects G.N. & B.N. pride and maintenance. Mount-Vernon Burlington, makes one new small neat station take the place of two former stations. Edmonds is certainly an interesting and functional update, also neat and attractive. In January 1957 G.N. dedicated and placed in service this their first suburban station north of Seattle. It provides paved, lighted and fenced parking for 175 automobiles. Passengers boarding trains may leave their cars pending their return. KING STREET STATION SEATTLE bears some notes of Italian design and was built in 1906. The last mile of the trip from Vancouver is through a mile long tunnel under downtown Seattle from the waterfront. A prominent landmark has always been its high clock tower. The station has a large downstairs concourse reached by escalators from the street. Here on holiday weekends, was the last rendezvous for returning Canadians with evidence of their many foreign purchases. Here they would get customs declaration forms to fillout and Canadian officers boarding at Burlington would check these and purchases as the train moved on.

In steam days, in this corridor G.N. used H. 5 Pacifics (4-6-2's) in the 1300, 1400 & 1700 series. These were originally E - 14's (4-6-0's) built by Baldwin in 1909 and rebuilt in 1926/27. They were modified to permit extended runs by use of Vanderbuilt-type tenders of 12,000 gallon water capacity and 5,800 gallon oil capacity. G.N. reached its all time peak of steam locos in 1920 with 1428 units in service, but phased out steam in 1958 after 96 years and using 19 major classes. In the 40's a corridor train's consist could be a mail car, 3 baggage & express cars, a full dining car with linen table cloths and even finger bowls.

After the train departure was announced at 6:00 P.M., I found it wise to hustle aboard and make for the diner quickly. Not only would I get a good hot dinner, served in elegant style, but also a good seat with a good view. After passing through the tunnel and along Seattle's busy waterfront, soon would appear the Salmon Bay drawbridge over the Lake Washington Ship Canal. In the good weather months one could see an almost endless procession of small sporting marine vessels, and then would come the roundhouse and storage yards at Interbay. This was the principal facility for all of G.N. west of the cascades. G.N. at this time was providing 2 convenient departures from each end terminal, but in Sep't. 1955 withdrew dining car service on its morning trips. In war years following Pearl Harbour, the old types of coaches would be blacked out, except for a solitary vestibule ceiling light at each end. An open platform observation car carried the rear marker lights and an extra fare charged to ride in this car. There were bar facilities and 2 compartments often used by Hollywood stars or other notables. Brent Pravitz, a second generation G.N. employee speaks of an era when the rail passenger business was so good that busses at White Rock bus terminal would turn away empty. Yet, a despairing shadow was forming over this rail link. G.N.'s January 1, 1954 timetable showed 4 departures from each end terminal but patronage was steadily declining and on board services, too. The freeways offered a short cut to and from Vancouver, bypassing New Westminster with its slow crossing of the Fraser River and its fast but nonetheless circuitous route into downtown Vancouver's C.N./Via station. Time was saved by motor transport who could now use the Deas tunnel under the south arm of the Fraser and the high bridge over the North arm. It was not so much the highway bus, but rather the private automobile that was fast eroding rail passenger service. Also mail contracts were being lost to motor carriers. On June 18, 1950 G.N. placed 2 Streamlined Internationals on daily schedule between the term-

inals. The train consisted of 5 cars, Mail-baggage, 2 coaches, cafe coach & parlour lounge. Interior decor was a Pacific Northwest motif. Exterior was olive green and deep orange and the builder was American Car & Foundry. Sunday, May 1, 1971 at 1:03 P.M. the last G.N. passenger train left Vancouver, made up of 2 diesel units, one baggage car, 3 coaches, one dome car and one parlour car.

There was a relapse for a year during which the line was without passenger trains 1971/2. International service was re-introduced under Amtrak sponsorship in July 1972. The Vancouver Daily Province for Sep't. 15, 1972 carried this notice, "Amtrak getting trains back



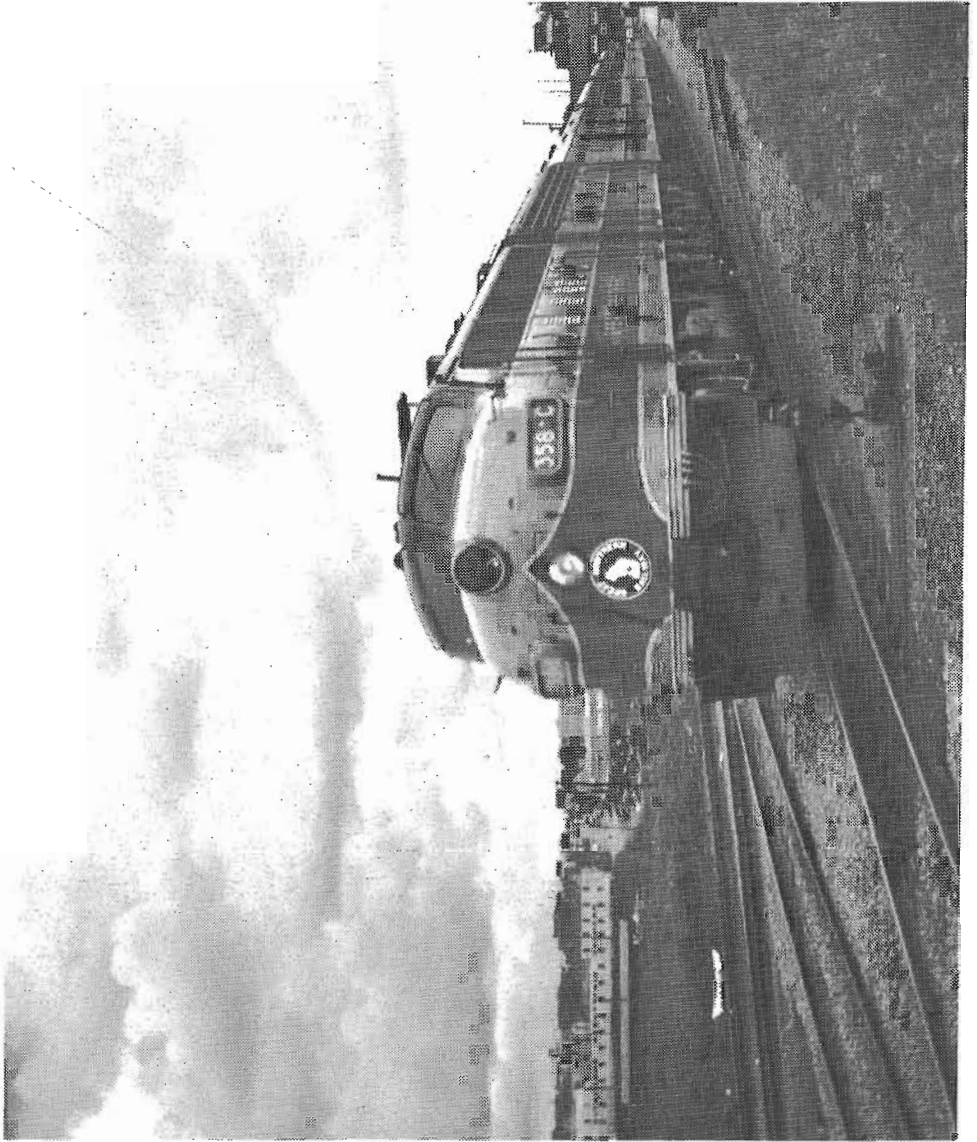
This picture from the Vancouver Public Library, Historical Photo Collection #19671 Vancouver Public Library

8 x 10 Black & White Photo of Rear View G.N. Passenger Train, Vancouver

Typical open platform observation parlour car of a G.N. "Puget Sounder" #359 or #360 at Vancouver in May 1931 at the G.N. station--originally planned as a Union Station., for joint use with Canadian National.

The G.N. station was brick trimmed with marble. It was demolished in 1965. In 1962 G.N. moved into the C.N. station, next door.

The heavy-weight parlour car shown here is reported to have been originally wood-sheathed. But later it was covered with steel plate which was secured by slotted wood screws. The slots were filled with putty to resemble conventional rivets. G.N. employed many porters of Phillipino heritage.



This picture from Vancouver Public Library, Historical Photo Collection #36756 A VANCOUVER PUBLIC LIBRARY

G.N.R.Engine 3580 June 2, 1960 Black & White Photo 8 x 10

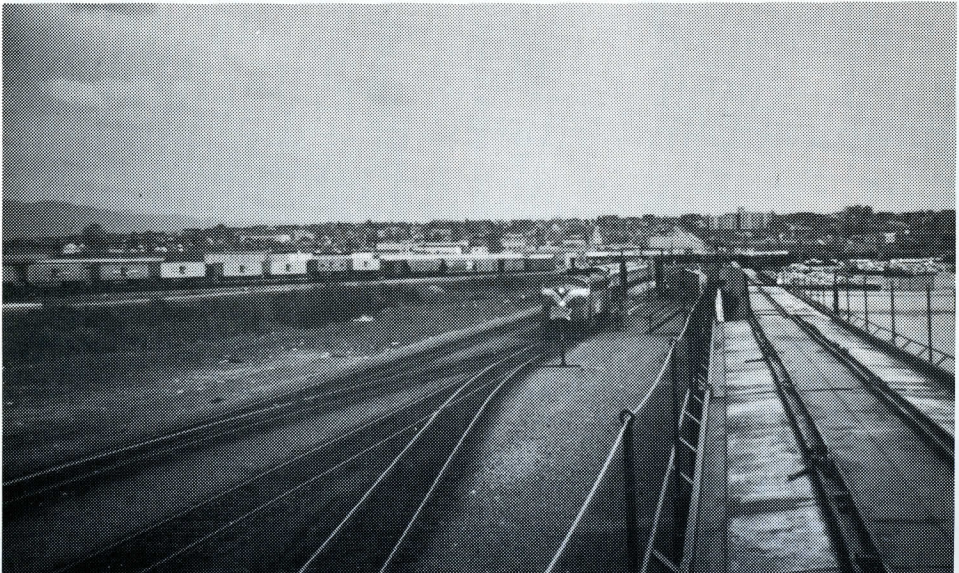
Sporting "Rockey" G.N.'s Mountain Goat Insignia beneath the front head light, 358-C arrives noon, June 2, 1960 from Seattle 154 miles distant. Schedule for the "Streamline" is 4 hours. Customs & Immigration inspection is made on the trains prior to arrival at the International Boundary.

Vancouver had 2 "Streamliner" arrivals & departures. They were comfortably appointed trains. Parlor car had 29 seats and bed-room, a dining car, and reclining seat coaches*** all air-conditioned.

on the right track" and then followed their one train a day schedules. Four years later an Amtrak advertisement opted for their new Amfleet trains between Vancouver, Portland & Seattle. Promised was air-cushioned suspension, wider reclining seats and snacks from the Amcafe counter. Patterned in some ways after aircraft design Amfleet could be faulted for their small picture frame windows and for food served over a small counter and prepared or kept warm by infrared bulbs. Also there would be no checked baggage.

But better equipment would soon make its debut with the introduction of the Superliner cars (bi-levels) assigned to the Pacific Internationals and headed with General Motors F. 40 P.H. diesel locomotives. It was an era of comfortable appointments, smooth-riding, with visibility much like the Budd dome cars. However, the era was to be short-lived in this corridor and Sep't 30, 1981 would be "doomsday". Nothing in any way comparable would take its place.

Now a few words about the development of the right-of-way over the 90 years. When G.N. came into its first Vancouver station at Pender Street, downtown, trains ran south of the then existing False Creek and over a hilly grade. A 1910 Vancouver paper says: "Vancouver voters have endorsed the False Creek agreement between the city and the Great Northern Railway, which calls for the filling in of the easterly portion of False Creek". The steep bluffs along the Fraser River that separated New Westminster and Vancouver allowed no room for the track to loop back and forth to reduce the steep grade. Material from this cut was used to fill the low lying property at False Creek where G.N. terminal facilities and station would be located. To-day an almost perfect grade exists between Vancouver and New Westminster, capable of high speed uninterrupted running. After coming off the rail bridge at New Westminster, good alignment prevails as well as high speed running till the trestle bridge near Crescent Beach is crossed. From here to Seattle ocean weather, rain and



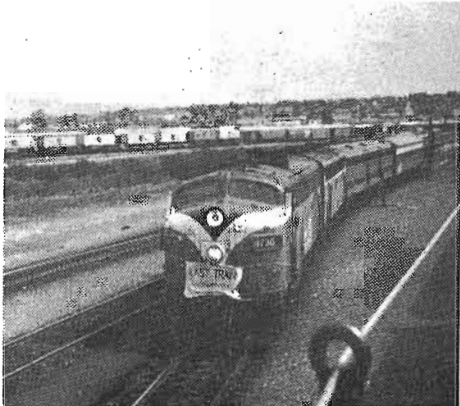
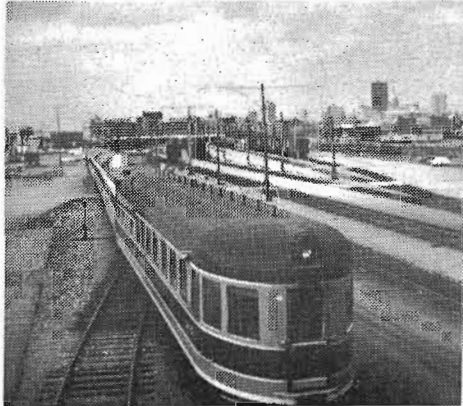
Last B.N. Train #194 "International" arrives Vancouver at 11:45 A.M. May 1, 1971

landslides are not uncommon. Over this entire corridor new heavy rail has been laid and sweeping curves and prolonged tangents put in. The whole line is a challenge met by the response of constant watching, maintenance and repair. Long heavy fast freights move regularly. Maybe passenger service will return when people give careful thought to all the alternatives, including costs, frustrations and discomfort and time wasted by on the road travel. I have enjoyed many years on this scenic sector of G.N. origin. I "doff" my hat to our "Canadian railway export," Jim Hill, his standard bearers and competent successors. To me this historic link has been a source of good International relations and many rail-dedicated friends.



Colour Post Card Size Return to: Norris Adams, Vancouver, B.C.
Lead Engine 9736 B.N. International Last #194 train arrives
Vancouver at 11:45 A.M. Last B.N. into Vancouver.

Train features Reclining seat coaches, Light snack service, 15 parlour car seats, 2 roomettes, beverage service for all passengers. A parlour car seat to or from Seattle cost \$1.15 extra.

A**B**

A Last B.N. International #194--lead engine 9736 leaves B.N. tracks and comes the last 7/10 of a mile on C.N. tracks to the Vancouver C.N. depot. Note: the G.N. colours on the coaches, some predominantly orange, some blue. And for this occasion a small dome coach.

G.N. in its June 1968 T.T. had 2 departures daily to and from Seattle. Train numbers 357, 358, 359 & 360.

In 1970 B.N. G.N.'s successor dropped one train to save money. Sometimes as few as 15 passengers were aboard these trains.

B Looking from the rear of a G.N. "port" parlour car. Small dome on car ahead was added for this last run Vancouver-Seattle-Vancouver.

B.N. "International" #194 Comes into Vancouver in May 1971. Canadian National station lies ahead. B.N. freight yards are on the right.



Amtrak #793 "The Pacific International" is poised at the C.N./Via Station in Vancouver for its 6.05 A.M. departure. The train offered the Amfleet Service--Sandwich, snack & beverage in the Am-dinette. Coaches offered unreserved seats--no baggage was checked. Passengers may carry their own. Many people considered the small aircraft type windows a minus factor--particularly with the spectacular beauty and other features of this seacoast corridor route.



Train announcement board in C.N./Via Station, Main Street, Vancouver, heralds the late-lamented "Super Continental" and Amtrak's Pacific International, to and from Seattle.

The "Canadian" arrives and leaves from its traditional home station on Cordova Street. For years Great Northern Seattle trains used their own station next door -- now demolished.



Last B.N. enroute to Seattle, train #193 B.N. International threads a 90 degree turn on to the mile long single track crossing of the 1904 New Westminster railroad bridge. This bridge has a swing span to open for ships and is shared with B.C. Hydro, C.N. The high bridge is the Pattullo Highway. Before it was completed in 1937 the railroad bridge supported an upper level deck for highway traffic. This picture was taken from the dome car.

GREAT NORTHERN RAILWAY

GREAT NORTHERN RAILWAY

GREAT NORTHERN RAILWAY

Table 46—PORTLAND, TACOMA, SEATTLE AND VANCOUVER.

Table 46—PORTLAND, TACOMA, SEATTLE AND VANCOUVER. Schedule table with columns for stations (e.g., Portland, Tacoma, Seattle, Vancouver) and times for various routes.

Table 50—SPOKANE, MARCUS, GRAND FORKS, GROVILLE AND PRINCETON.

Table 50—SPOKANE, MARCUS, GRAND FORKS, GROVILLE AND PRINCETON. Schedule table with columns for stations (e.g., Spokane, Marcus, Grand Forks, Groville, Princeton) and times.

Table 47—NORTHPORT AND ROSSLAND.

Table 47—NORTHPORT AND ROSSLAND. Schedule table with columns for stations (Northport, Rossland) and times.

Table 48—MONROE AND TOLT.

Table 48—MONROE AND TOLT. Schedule table with columns for stations (Monroe, Tolt) and times.

Table 50b—GROVILLE AND WENATCHEE.

Table 50b—GROVILLE AND WENATCHEE. Schedule table with columns for stations (Groville, Wenatchee) and times.

Table 52—SPOKANE, MARCUS AND NELSON.

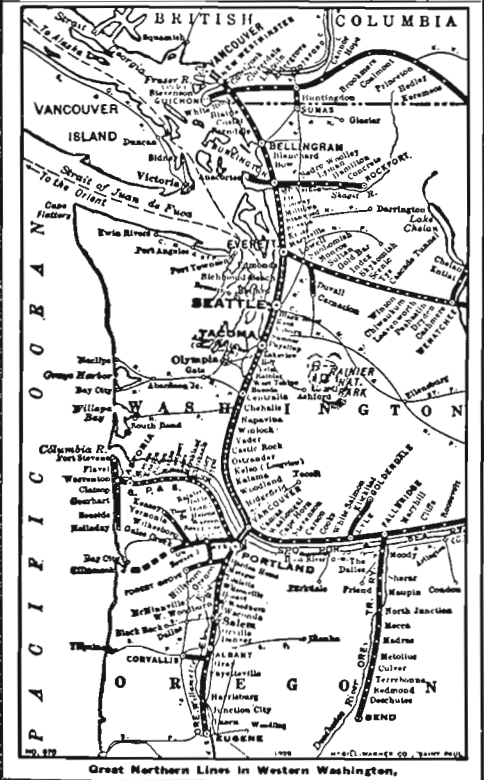
Table 52—SPOKANE, MARCUS AND NELSON. Schedule table with columns for stations (Spokane, Marcus, Nelson) and times.

Vertical text on the right side containing station names and additional schedule information, including 'Table 50b—GROVILLE AND WENATCHEE' and 'Table 52—SPOKANE, MARCUS AND NELSON'.

Daily, fully, except Sunday; Sunday only; Tuesday, Thursday and Saturday; stops to take for south of Seattle; stops to take for north of Seattle; stops to take for south of Tacoma; stops to take for north of Tacoma; stops to take for south of Vancouver; stops to take for north of Vancouver.

For Map, see page 746. For Index of Stations, see pages 781-783.

SUMAS, CLOVERDALE AND GUICHON			
Road Down		Road Up	
283	284	Table	86
Ex. No.	Ex. No.	Mile	Ex. No.
10 15	0 15	0 1/2	Huntingdon Lv
10 30	0 30	1 1/2	Albistford #8
10 45	0 45	2 1/2	Saret
11 00	0 50	3 1/2	Aldergrove
11 15	1 00	4 1/2	Clifton
11 30	1 15	5 1/2	Lincoln
11 45	1 30	6 1/2	Cloverdale
12 00	1 45	7 1/2	Albistford #8
12 15	2 00	8 1/2	Sumas
12 30	2 15	9 1/2	Guichon



PACIFIC COAST LINES SERVICE											
VANCOUVER, BELLINGHAM, EVERETT, SEATTLE, TACOMA AND PORTLAND						VANCOUVER, BELLINGHAM, EVERETT, SEATTLE, TACOMA AND PORTLAND					
Road Down			Road Up			Road Down			Road Up		
<p>*—U. S. Postal Box on platform. †—St. Nor. Ry. Restaurant. ‡—Stops on the Sundays. §—Stops on flag Saturdays. ¶—Flag stop. ¶—Stops to let off passengers from points east of Blykomah. ¶—Stops on Sundays to let off passengers from Leavenworth or points east. ¶—Stops to pick up passengers for Spokane and east. ¶—Stops to let off passengers originating at points where train No. 401 does not stop. ¶—Stops to discharge passengers from north and east of Everett. ¶—Stops to let off passengers from points south of Seattle and from Spokane and east. ¶—Stops to let off passengers from points west of Chelaha. ¶—Stops to pick up passengers for points north of Seattle or to let off passengers from points south of Tacoma. ¶—Stops to pick up passengers for Seattle and points south or for points east of Everett.</p>											
<p>FROM CHICAGO via Burlington Route & St. Paul. See Table 1 to 8.</p>											
<p>TO CHICAGO via St. Paul & Burlington Route. See Table 1 to 8.</p>											
<p>Figures opposite stations refer to numbers of tables showing connecting trains. Tickets are interchangeable on all trains scheduled between Seattle and Portland. Passengers availing themselves of this optional route arrangement should recheck their baggage; otherwise it will be subject to delay.</p>											

The Pullman Company
 pronounces the equipment on
The New Oriental Limited
 THE FINEST ever constructed in its vast shops.

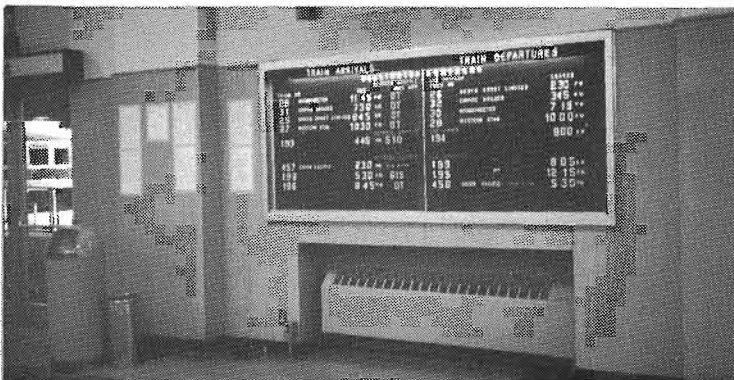


Last B.N. enroute to Seattle #193 has completed the restricted to 10 m.p.h. crossing of the Fraser River at New Westminster. It is shown swinging into another right hand turn under the Pattulo Bridge. It will "high ball" from here to the International Boundary at Blaine, Washington.

The picture shows a Seattle T.V. crew apparently both ready & Happy.

Three tracks diverge at the South end of the bridge, C.N. heading to the Fraser Valley & Edmonton etc. the B.C. Hydro handling Fraser Valley points, including interchange at Huntingdon--Sumas, Washington, with B.N. The C.P. at Abbotsford and C.N. at Chilliwack.

The other tangent, is of course, B.N. to Seattle serving Amtrak till Sep't 30, 1981.



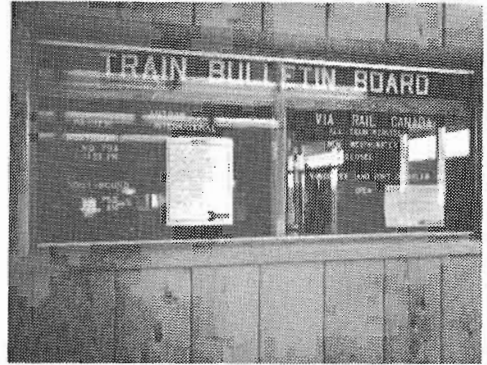
Station Board in Seattle King Street, Station Shows Burlington Northern, to and from Chicago and also Portland, Oregon.

Connections with the one train a day to and from Vancouver in 1971.

A

TRAIN ARRIVALS		TRAIN DEPARTURES	
TRAIN NO.	ARRIVAL	TRAIN NO.	DEPARTURE
793	11:00 AM	794	2:00 PM
794	5:20 PM	793	6:00 PM
793	12:20 AM	794	11:20 AM
794	3:15 PM	793	8:30 PM
793	10:45 AM	794	5:30 PM
NORTH TRAVELING AGAIN			

B



A Trains 793 & 794 New parent company is Amtrak & the train sports the new name of "Pacific International". However, its only one train a day in each direction, but Amtrak has good intentions to "woo" the travelling public to constantly better equipped trains.

B TRAIN BULLETIN BOARD, New Westminster Station

This board proclaimed no good news. Via Super Continental no longer came this way, but at least it was still in operation. It had switched over to C.P. lines to Port Coquitlam and to Mission where it crossed the Fraser River to rejoin C.N. lines. Amtrak's notice said, Sep't 30, 1981 would be the last day of operation for their trains #793/794. Accordingly, Amtrak service would be removed from the following stations: Mount Vernon, Wash. Bellingham, Wash, New Westminster, B.C. & Vancouver, B.C. And all of this, due, quote: "budgetary limitations and statutory obligations".

1892

JANUARY 1, 1954

GREAT NORTHERN RAILWAY LINE. SEATTLE AND MONTANA RAILWAY. FAIRHAVEN AND SOUTHERN RAILROAD. NEW WESTMINSTER AND SOUTHERN RAILROAD.			
P. P. SHELBY, Gen. Manager Seattle, Wash.		J. R. COLEMAN, Supt. Seattle Wash. MYRON COOPER, Master Mechanic Fairhaven, Wash.	
General Offices - Burke Building, Seattle, Wash.			
Station	Miles	July 2, 1954	Miles
030A M.	0	Seattle	143.5
045 M.	4	Bonlevard	13.5
050 M.	5.4	Ballard	18.7
058 M.	12.4	Fremont	25.7
1001 M.	28.0	Mukilteo	41.7
1101 M.	33.1	Everett	46.8
1120 M.	38.8	Marysville	52.5
1140 M.	49.0	Silvana	62.7
1152A M.	55.0	Ste. wood	68.7
1200A M.	62.6	Fir	76.3
1218 M.	67.9	Mt. Vernon	81.6
1230 M.	71.8	Burlington	85.5
1236 M.	74.4	Belleville	88.1
1240A M.	78.5	F. & S. Junction	92.2
118 M.	89.0	Cluckamut	102.7
125 M.	94.0	Happy Valley	107.7
145 M.	97.2	Barkaven	110.9
200 M.	97.2	Barkaven Junction	110.9
210 M.	107.2	New Whatcom	120.9
215 M.	107.2	New Whatcom	120.9
238 M.	108.0	Bernam	121.7
247 M.	108.3	Mukilteo	122.0
250 M.	108.7	Everett	122.4
308 M.	111.8	Custer	125.5
350 M.	110.0	Blaine	123.1
353 M.	110.0	Douglas, B. C.	123.1
403 M.	122.6	Harrmer	135.7
406 M.	122.6	Royal City Spnt.	135.7
419 M.	122.6	Meadowdale	135.7
418 M.	122.6	Port Kells	135.7
002 M.	130.6	Hon Accord	143.7
010 M.	141.9	Livingston	155.0
012 M.	142.9	Brownsville	156.0
015 M.	144.4	B. Westminster	157.5

* Daily Standard P.M. Time.

Read Down		VANCOUVER-BELLINGHAM-EVERETT-SEATTLE				Read Up					
Local Daily PM	Streamlined Internationals Daily PM	Streamlined Internationals Daily PM	Streamlined Internationals Daily AM	Streamlined Internationals Daily AM	Miles	TABLE 10 Standard Pacific Time		Streamlined Internationals Daily AM	Streamlined Internationals Daily PM	Local Daily PM	
4 10	6 15	12 30	8 55	0	0	Lv Vancouver, B. C.	Ar	11 55	5 40	9 55	8 00
4 29	6 35	12 50	8 45	13	13	" New Westminster	Lv	11 30	5 18	9 36	1 33
4 56	7 02	1 12	8 30	19	19	" Townsend	Lv				1 10
5 01	7 07	1 17	8 25	24	24	" Colebrook	Lv				1 15
5 18	7 15	1 22	8 17	29	29	" Crescent Beach	Lv				12 58
				33	33	" Ocean Park	Lv				12 45
				36	36	" White Rock, B. C.	Lv	10 56	4 45	9 04	12 45
				39	39	" U. S. Canadian Boundary	Lv				
				44	44	" Blaine, Wash.	Lv	10 44	4 35	8 56	12 23
				49	49	" Ferndale	Lv				12 09
				51	51	" Bellingham	Lv				11 59
				58	58	" South Bellingham	Lv	10 19	4 10	8 30	11 45
				61	61	" Mount Vernon	Lv				11 29
				68	68	" Bow	Lv				11 13
				71	71	" Smilsh	Lv				11 07
				75	75	" Burlington 79	Lv				10 57
				80	80	" Mount Vernon	Lv	9 40	3 32	7 38	10 43
				86	86	" Fir	Lv				10 19
				98	98	" Steenwood	Lv				10 15
				91	91	" English	Lv				10 50
				104	104	" Marysville	Lv				9 45
				108	108	" Everett 9	Lv	9 01	2 50	6 55	9 30
				115	115	" Mukilteo	Lv				9 03
				128	128	" Meadowdale	Lv				8 59
				132	132	" Edmonds	Lv				8 47
				148	148	" Richmond Beach	Lv				8 40
				150	150	" Interbay	Lv				8 27
				155	155	Ar Seattle 9, 11, 1, 3, 5, 7, 9	Lv	8 10	2 00	6 00	8 15

* - Connects in Everett with Eastbound "Empire Builder", to Spokane, Minneapolis, St. Paul, Chicago and East. See Table 9.

CONNECTIONS - With Columbia River & Puget Sound Navigation Company, Northern Pacific and Seattle, Lake & Eastern R.R.s. With Bellingham Bay & British Columbia R.R. With Electric Railway for Vancouver (12 miles).



Amtrak train #793 "The Pacific International" Saturday, Sep't 26, 1981 tabled for arrival New Westminster at 7:24 A.M., has now left with hundreds of rail enthusiasts and mourners. Hundreds more will join the train south of the border.

Station clock reads 7.54 (a.m.) as the station operator looks over his C.T.C. board.



Commemorative plaque in the New Westminster Amtrak Station

G.N. B.N. C.N. & Amtrak had all shared this comparatively new, New Westminster station. This plaque proclaims the dual glory of both, B.C.'s 100 th birthday and G.N.'s 67th year in service to New Westminster and the Province of British Columbia. The year is 1958.

The station is closed to all rail passenger service. A sign on the door tells of the proximity of the bus terminal one block away.

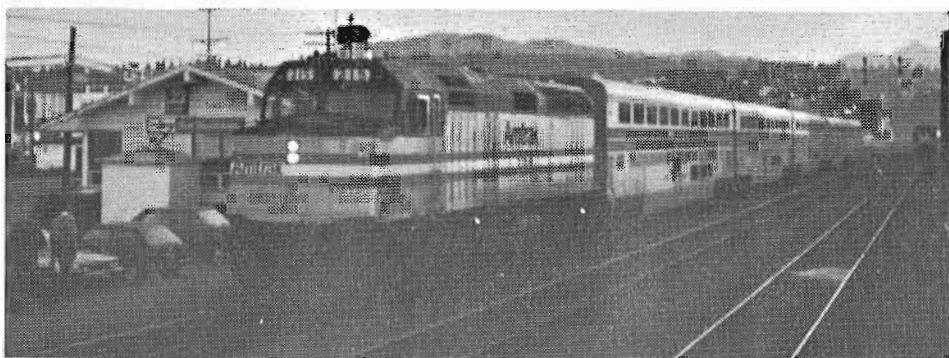


Approach to the New Westminster Fraser River rail bridge.

Date, Wednesday, Sep't 30, 1981. Last train from Vancouver to Seattle, Amtrak's new BiLevel Superliner cars, make the slow crossing of the old Fraser Riverrail bridge at New Westminster. The bridge tender's control room, to operate the swing span can be seen in the middle distance.

The bridge entrance and exit for Amtrak trains requires 90 degree curves. On the right and above this bridge is the Pattulo Highway bridge built in 1937 when road traffic ended on the upper deck above the railway tracks.

A fixed span on the railway bridge was knocked out by a runaway barge, causing considerable inconvenience to C.N. B.N. Hydro & Amtrak, just a few years ago. New Westminster rail bridge is limited to 10 M.P.H. and approaches controlled by absolute stop signals.



Amtrak #793 Engine 215 New Westminster Station.

Date is Saturday, Sep't. 26, 1981 and Train 793 Amtrak Pacific International, Engine 215 an F. 40 PH has arrived at 7.30 A.M. a dull day but nevertheless many people's "day off" and their last opportunity to enjoy rail passenger service in this corridor. Some 600 were aboard and the train filled to standing room only south of the border. Extra coaches were put on for the return trip to Vancouver.

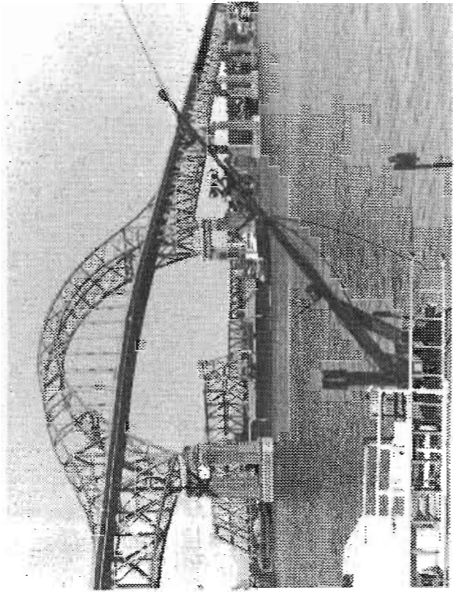
A



A Amtrak rail passenger station outside sign, New Westminster.

"All good things must come to an end" Even if the end seems untimely. This sign will soon to be taken down. Notices on the entrance door to the station speaks of the discontinuance of rail passenger service here and directs attention to the bus terminal recently built across the road and a block away.

B



B Rail Bridge & Pattulo Bridge, New Westminster.

On December 26, 1975 the fixed 390 foot span of the 76 year old New Westminster Fraser River railway bridge was destroyed when the log barge, "Swiftshure Prince" 4,411 tons slipped its moorings & was carried upstream by a high wind.

This bridge serves B.C. Hydro, C.N. B.N. & Amtrak. The swing span is open in this picture as a tug pulls a barge downstream.

An another incident put the bridge out of service in January 1978, when 12 operators who open the span to allow boats to pass, walked off the job, locking the bridge in the "open" position.

This forced trains to use the C.P. rail bridge at Mission 30 miles east.

Rivers, rain and ocean often cause disruptions to rail service in this corridor.

1921

GREAT NORTHERN									
SEATTLE & VANCOUVER.									
358	358	360	M	Table No. 843	358	357	355		
PM	AM	AM			PM	AM	PM		
8:14	8:00	8:00		Lv. Seattle, U.S.A.	7:15	7:30	8:10		
5:25	8:30	1:20	119	Blaine, U.S.A.	9:32	1:55	4:45		
5:56	8:11	1:40	123	White Rock, B.C.	9:29	1:35	4:25		
7:11	8:00	1:25	125	Ocean Park	8:57	1:10	4:00		
6:50	7:35	2:05	127	Crescent	8:50	1:02	3:52		
6:42	8:48	2:15	131	Colebrook	8:50	1:02	3:52		
7:15	10:08	2:40	142	New Westminster	8:28	12:38	3:28		
8:00	10:45	3:30	156	Ar. Vancouver	8:00	12:01	3:00		
AM	PM	PM			AM	AM	PM		

1942

VANCOUVER, NEW WESTMINSTER AND SEATTLE									
353	359	361	Table No. 862	360	368				
PM	AM	AM	Pacific Time	PM	PM				
8:15	7:30	0	Lv. Vancouver, B.C.	2:05	11:15				
8:39	7:54	10	Still Creek	1:35	10:50				
8:39	7:54	13	Fraser Mills	1:35	10:50				
8:03	7:18	19	Sapperton	1:05	10:17				
7:58	7:11	24	Krater River Junc.	1:05	10:17				
7:58	7:11	28	Colebrook	1:05	10:17				
7:58	7:11	28	Crescent	12:40	10:17				
7:58	7:11	28	Ocean Park	12:40	10:17				
6:18	8:42	33	White Rock, B.C.	12:10	9:42				
6:30	9:10	36	Blaine, U.S.A.	12:10	9:42				
10:00	12:40	154	Ar. Seattle, U.S.A.	8:15	6:00				
PM	PM	PM		AM	PM				



Amtrak train #793 crosses Nicomekl River Trestle

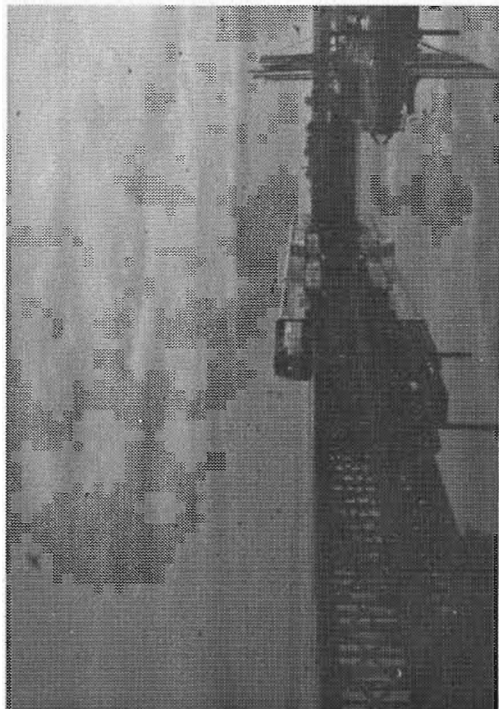
Date is Sep't 29, 1981 and time is 7.45 A.M. second last day of passenger train service in the corridor. This picture was taken from the boat launching tower in the Marina at the mouth of the Nicomekl River near Crescent Beach. Engine 216 pulls bi-level Superliner cars at a fast clip to the International border nearby.



Amtrak train 793 at Blaine, Washington, Tues. Sep't 29, '81.

Amtrak train #793 is at Blaine, Washington, passengers are being "processed" for U.S. Customs & Immigration, while the train waits. This is a duty that was once performed while the train was in motion.

The Peace Arch can be seen in the background to the left, proclaiming, our Canada-U.S. long standing friendship, in words, "Children of a Common Mother". Once 793 is cleared she'll maintain a lively gait along the shores of Puget Sound.

A**B**

Credit Frank Dingman

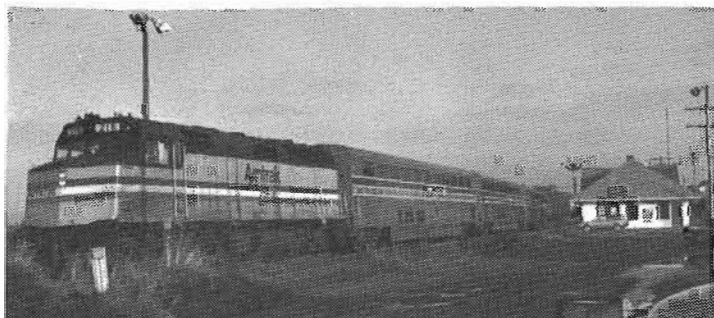
A Amtrak Train 793 On Nicomekl River Trestle, Tues. Sept 29 '81

This picture was taken from the boat launching tower on a cloudy day, at 7.45 A.M. second last day of operation in this corridor. "Pacific International" hustles to the International border at Blaine, Wash.

B Amtrak #793 Engine 216 & 2 Superliner Coaches on Nicomekl River Trestle Tuesday, Sep't. 21 1981.

Amtrak train 793 Engine 216 leads the Superliner coaches across the Nicomekl River near Crescent Beach. Taken from platform on a boat launching tower in the Marina nearby. Second last day of operation in this corridor.

Photo Credit is: to Frank Dingman.



Amtrak train #793 enroute Vancouver to Seattle, Tuesday, Sep't. 29 '81 second last of operation in this corridor. Train awaits U.S. customs & immigration inspection in front of the Blaine, Wash. station at the U.S. Canada border. Engine 216 & 4 Superliner cars form the trains consist.



Amtrak train #793 enroute Vancouver to Seattle, Tuesday, Sep't 29, 1981 second last day of service in this corridor--stops at the Blaine, Wash. station for U.S. Customs & Immigration Inspection. Engine 216 & 4 Superliner coaches form the train's consist.



Amtrak Train 793 at Blaine, Wash. station Tues. Sep't 29 1981

Enroute to Seattle --second last day of operation in this corridor, stops for U.S. customs & immigration inspection. Engine 216 and 4 Superliner coaches form the train's consist.



Amtrak passenger train #793 at Blaine, Wash. Station.

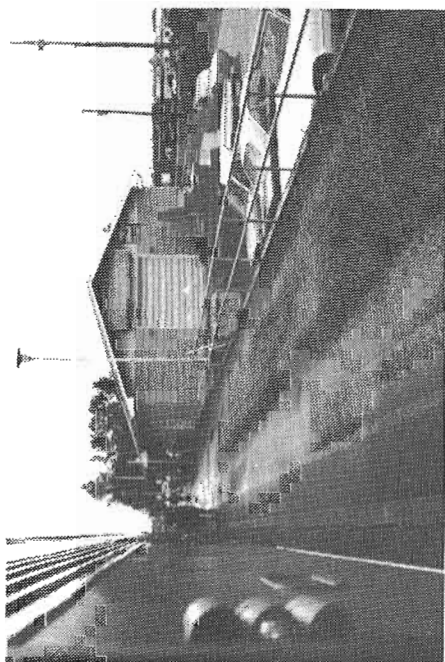
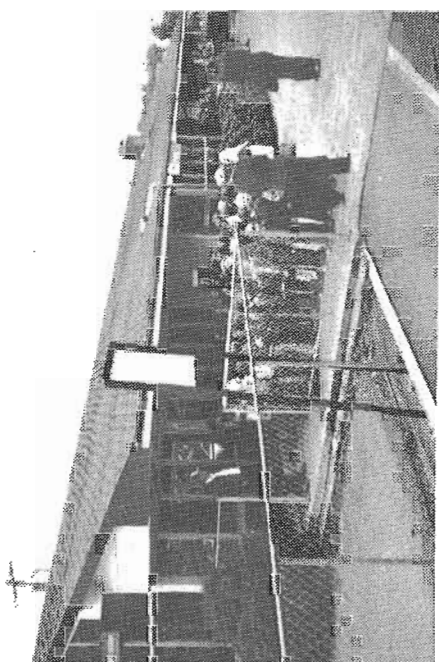
Amtrak 216 and Superliner coaches, Tuesday, Sept 29, 1981 enroute Vancouver to Seattle. This point is 36 rail miles from Via station in Vancouver. Train is stopped for U.S. customs & immigration inspection, a service that was once performed with the trains on the move.

18 minutes is shown on the time card for U.S. inspection, circumstances can sometimes make it longer. (photo credit: Norris Adams)



B.N. Bellingham, Washington Station

Burlington-Northern era. Bellingham station is 58 rail miles from Vancouver. Time allotted is 1 3/4 hours. Bellingham is a convenient, small city, very popular with lower mainland B.C. shoppers.

A**B****A** Mount Vernon - Burlington (Washington) Station

Taken from an Amtrak Superliner car, last train Vancouver to Seattle, Wed. Sep't 30, 1981. This station is 84 rail miles from Vancouver. Schedule allots 2 hours & 26 minutes for this segment.

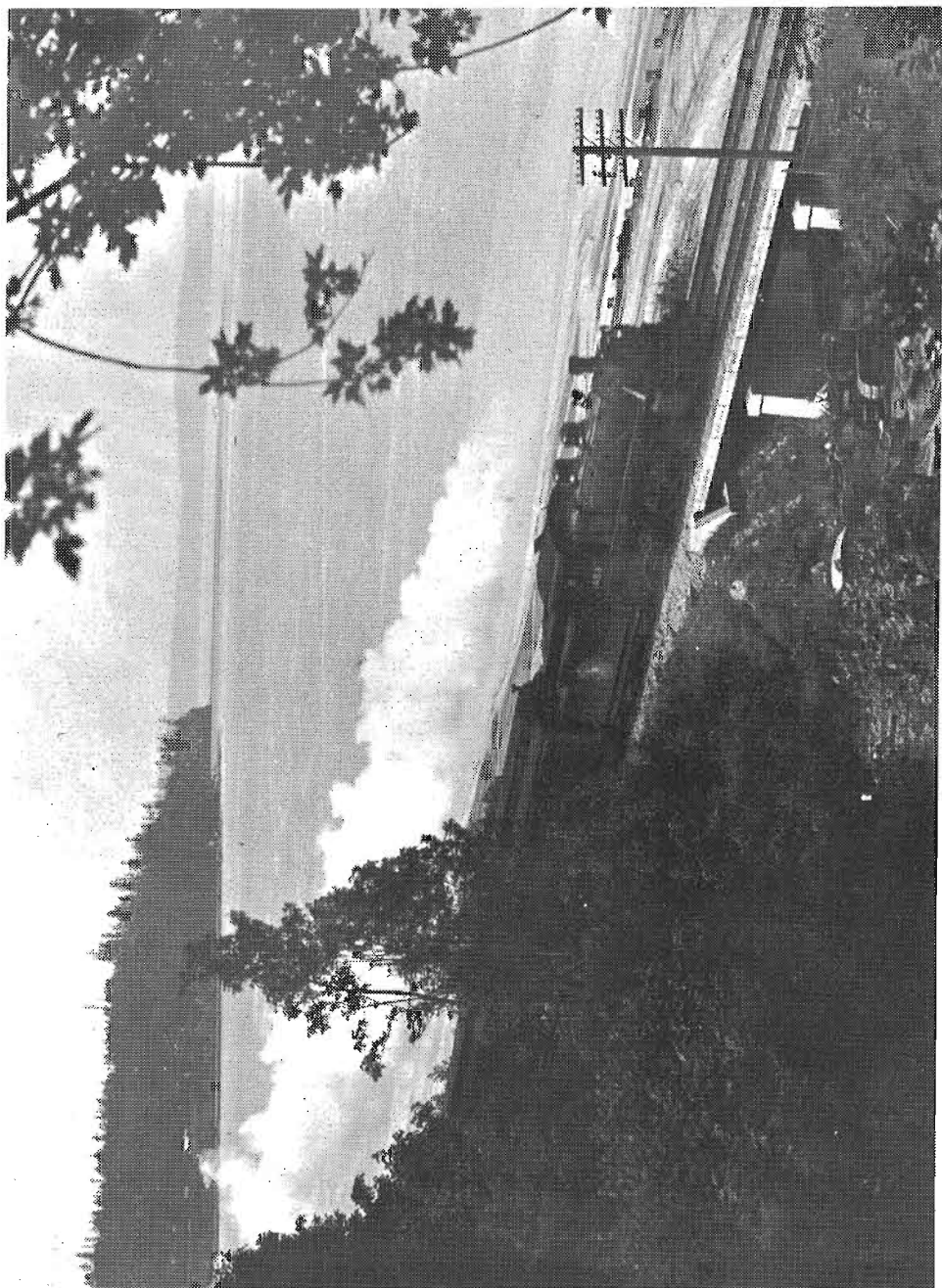
B Edmonds Amtrak Suburban Station, Edmonds, Washington

Edmonds station is 138 rail miles from Vancouver and the traveling time is listed as 3 hours 7.45 minutes.

In January 1957 G.N. dedicated and placed in service their first suburban station north of Seattle, which makes it 17 miles to the King St. Station in Seattle.

It provides paved, lighted and fenced parking for 175 automobiles. Passengers boarding G.N. trains may leave their cars pending their return.

The date of this picture is Wed. Sep't 30, 1981 and last train from Vancouver is pulling in. School children and teachers eagerly anticipate a short rail journey to Seattle.



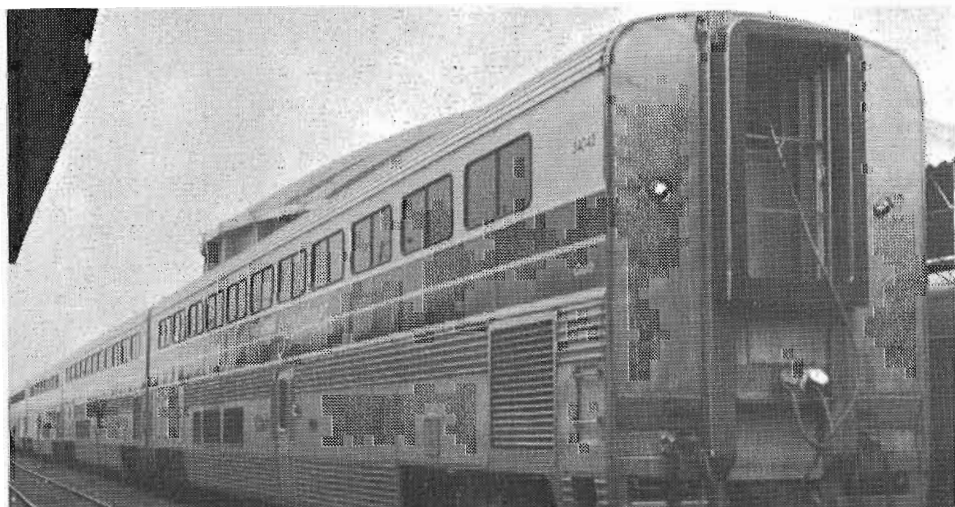
Please Credit: James A. Turner

G.N. Engine 1459 Crossing overpass at Golden Gardens Park in Seattle, Northbound. Most of James A. Turner's pictures were taken in the 1920 and '30's.



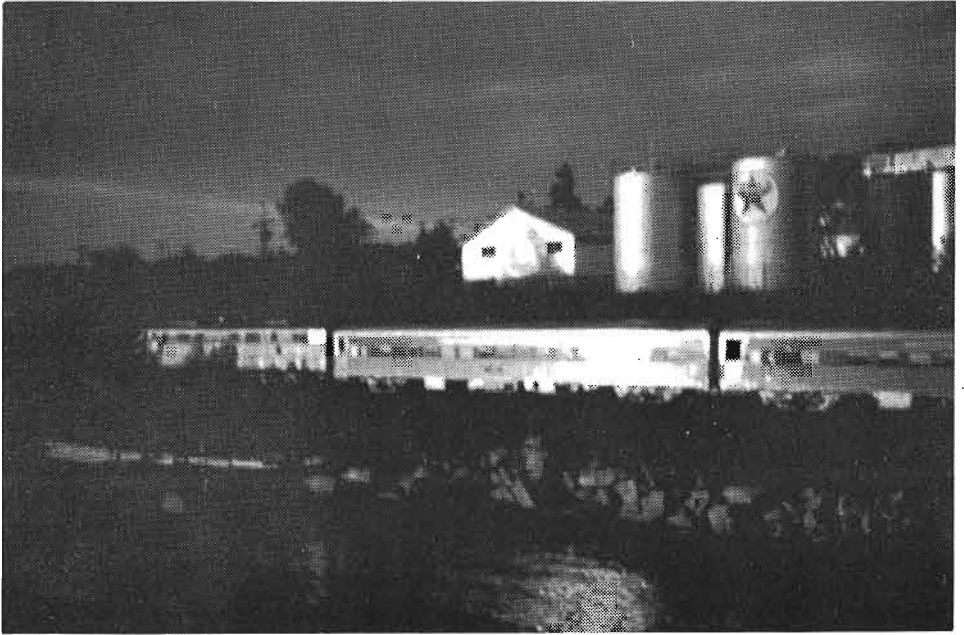
Engine 240 & train of Superliner cars at Seattle, Wash. station

Engine 240 is a F 40 PH with 4 of Amtrak's 284 new Superliner BiLevel cars tied up at Seattle, King Street station, before being turned for the return to Vancouver. Note the prominent & historic city landmark--the station tower & clock. The Superliner coaches are built by Pullman Standard, seat 77 62 Of which are on the upper level, 15 are on the lower level.



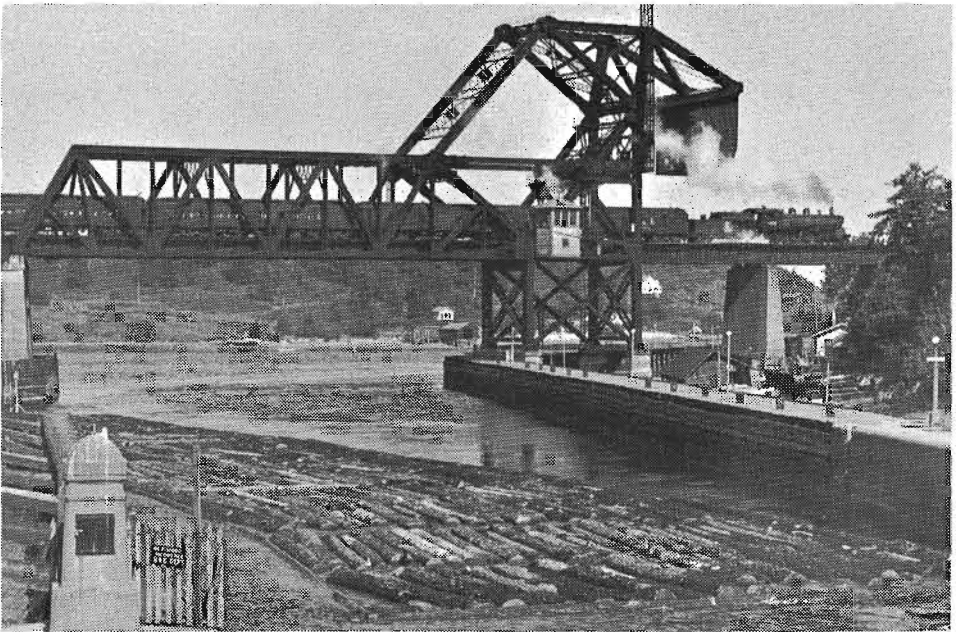
Amtrak Superliner Coaches at Seattle King St. Station

Amtrak train from Vancouver arrives with four Superliner BiLevel cars, next to the Kingdome Stadium. Built on land once covered by a myriad of rail tracks. A somewhat similar fate appears inevitable on the False Creek flats in Vancouver where a new stadium is being built for Transpo '86. Many tracks have been lifted in the area.



First Amtrak Pacific International heads towards Vancouver.

Taken near Bellingham, Washington. Daylight was fast running out as I waited on a long pier to "catch" this "firstie" in April 1975.



Please Credit: James A. Turner

G.N. #1452 Crossing Lake Washington Ship Canal Bridge, North Bound.



Amtrak's new Superliner coaches went into service for the first time on February 26, 1979, operating between Chicago and Milwaukee, Wisconsin. The two coaches---34013, 34014---were pulled by P40PH locomotive 230 and operated out of Chicago for a few weeks on various short runs to familiarize on-board services and operating crews with the new equipment. The Superliner cars---coaches, diners, sleepers, lounges---will operate on Amtrak's western long-distance trains. (Photo for Amtrak by J. David Ingles, Trains Magazine)



Amtrak's Superliner coaches make long-distance rail travel most comfortable. Built by Pullman Standard, the bi-level cars seat 77 passengers with 62 on the upper level, 15 on the lower. Each of the reclining seats features arm and leg rests, individual reading lights, attendant call buttons and fold-down tray tables. (Amtrak Photo)

Back cover: Please Credit: James A. Turner.

G.N. #1724 Passing Ballard Station, North Bound.

