



GATEWAY TO AN EMPIRE!





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THE PACIFIC GREAT EASTERN RAILWAY

For many years the loggers, miners, farmers and merchants of British Columbia's vast interior regions built their dreams of a new industrial empire on the grain fields of the Peace River area, the timber resources and rich coal deposits surrounding that great country.

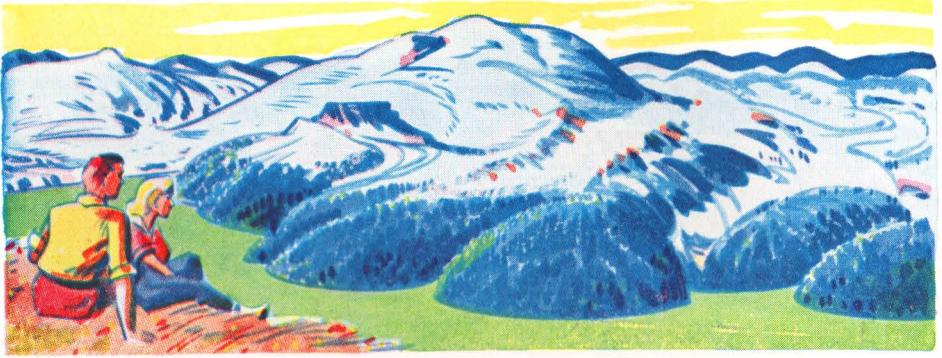
Today, the dreams of the past have become a reality, with an even brighter lustre added by the steadily expanding oil and gas fields of those interior lands.

The following pages set out briefly the colorful story of that transition from fancy to fact, and the important role being played by the Pacific Great Eastern Railway in extending the frontiers of the west.

Few transportation systems can peruse their economic surveys and business projection charts with satisfaction and confidence matching that of the Pacific Great Eastern Railway.

As the 20th century "belongs to Canada" . . . so it belongs also to the Pacific Great Eastern Railway . . . a prophet and forerunner as it drives steel north to a nation's coming economic greatness.





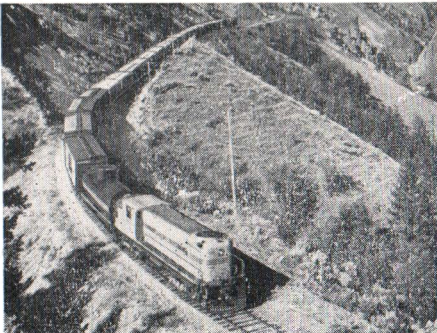
THE P. G. E. STORY . . .

The Pacific Great Eastern Railway Company was incorporated originally under Provincial Charter on February 27, 1912, to construct and operate a railway along Howe Sound and north-easterly to Lillooet, thence northerly to a junction with the Grand Trunk Pacific at Prince George, a distance of 470 miles.

A traffic agreement was entered into in 1912 by Pacific Great Eastern Railway and the Grand Trunk Pacific (now the Canadian National Railways) to the effect that if the Pacific Great Eastern Railway extended its railroad into Prince George and Vancouver, all Grand Trunk Pacific freight destined for the coast would be carried by the Pacific Great Eastern Railway.

The British Columbia Legislature in 1914 authorized the Company to extend its line northerly and northeasterly from Prince George to the north-easterly boundary of the Province through to the Peace River country for a distance of 330 miles.

Under an agreement dated February 27th, 1918, the Government of the Province of British Columbia, as a result of implementing Provincial guarantees of indebtedness incurred by the Company, acquired all of the capital





stock of the Company, and since that date, the line has been operated by successive Governments of British Columbia.

The railway between Squamish and Quesnel was completed and opened for traffic in 1921. Between Squamish and Vancouver the Company operated a barge system for the transportation of freight, and passengers between these two points were transported by the Union Steamship Company by contract with the railway company.

In 1949, work was started on an 80-mile extension of the line from Quesnel to a connection at Prince George with the Canadian National Railway's northern transcontinental line, and this line was completed in November, 1952, with freight traffic starting in January, 1953.

In August, 1956, the southern extension of the Pacific Great Eastern was completed, joining Squamish with North Vancouver and forging long-awaited links in the railway system that had been ridiculed as "starting nowhere and ending nowhere."

Now the steel has been pushed hundreds of miles farther north and the Pacific Great Eastern Railway becomes a major factor in opening up and assisting the development of one of Canada's last great frontier areas.





PERFORMANCE TODAY...

As the first 100 per cent dieselized railway system in Canada, the Pacific Great Eastern Railway has emerged as a vital influence in the development of the west. A modern railroad linking the populous southern section of the north spells increasing prosperity for the province as a whole.

The Pacific Great Eastern was the first railway system in the world to use the microwave operation which is considered to be the most modern system of railroad communication now available. The railroad has another innovation to its credit for it is the only one in Canada serving individual meals to passengers in their seats, thus eliminating a dining car.

Operating from tidewater in North Vancouver and climbing to an altitude of 3,800 feet the railroad has more than 800 miles of track.

Comparatively lightweight steel which served the Pacific Great Eastern until eight years ago, has now all been replaced by heavier rails, fully capable of handling the greater tonnage and increased traffic between the coast and interior. Improvement of grades, the roadbed, fills and bridges have progressed steadily under the "revitalization" which has come with extension of the





railway. New shipping points have been established on the railway and a great deal of employment provided.

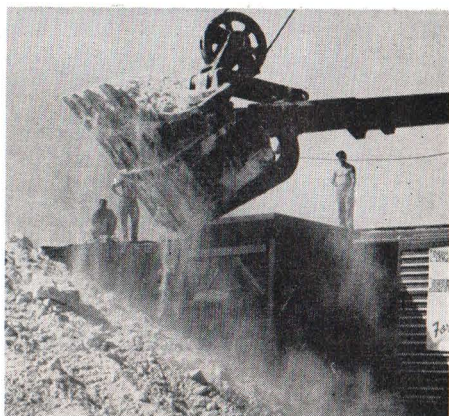
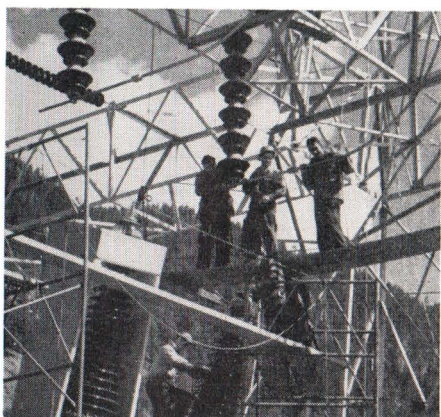
The active interest of Premier W. A. C. Bennett, president of the PGE, and the businessmen and railroaders who are his lieutenants in the operation of the railway has resulted in the transformation of what was once a "white elephant" into one of the most important transportation aids to the continued growth and development of British Columbia.

Improved service on the railroad has speeded deliveries to the coast by 48 hours. Another yard-stick of progress in recent years is contained in the steady growth of car loading figures. Car loadings handled by the Pacific Great Eastern Railway soared from 12,482 in 1951 to more than 38,809 in 1957.

The PGE push north and south—at a cost of some \$96,000,000 since January 1949—constitutes the largest single railway project on this continent in the past 20 years.

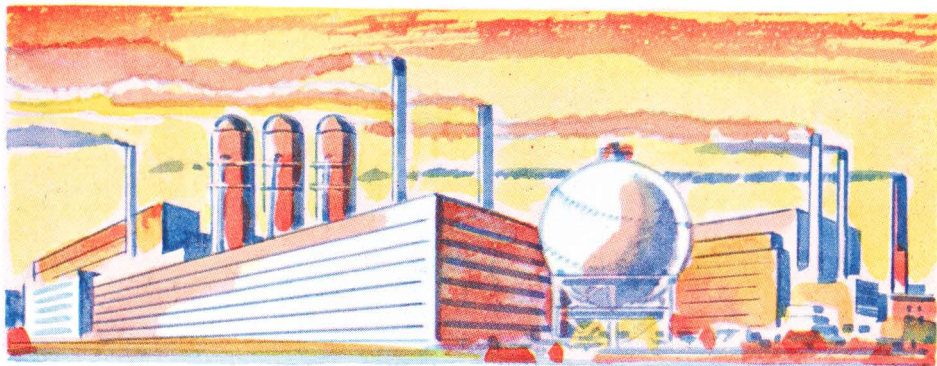
The rolling stock of the railway includes 30 diesel road locomotives and six diesel yard engines, 1,010 revenue freight cars of all types, seven of the modern Budd passenger units, 48 passenger cars and 185 work train cars.

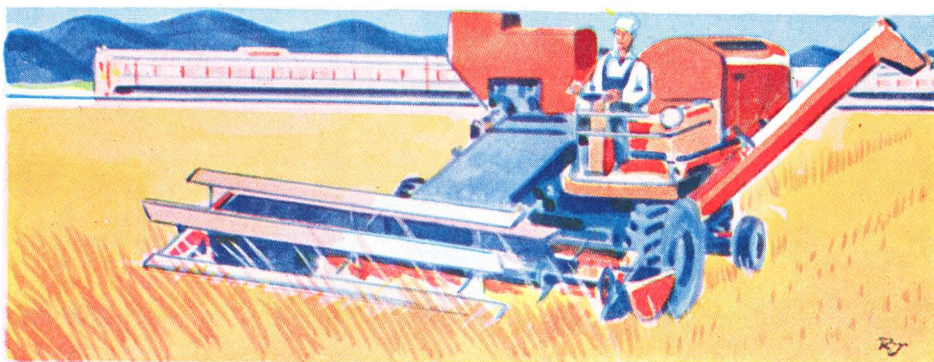




Products of the forest, the oilfields, farm and ranch, and the development of hydro-electric power, human settlement and progress come with extension of the Pacific Great Eastern's rails to the north.

Now extended well into the northern section of British Columbia, the railway may eventually be extended still farther toward the Yukon and Alaska, the 49th member of the United States of America.





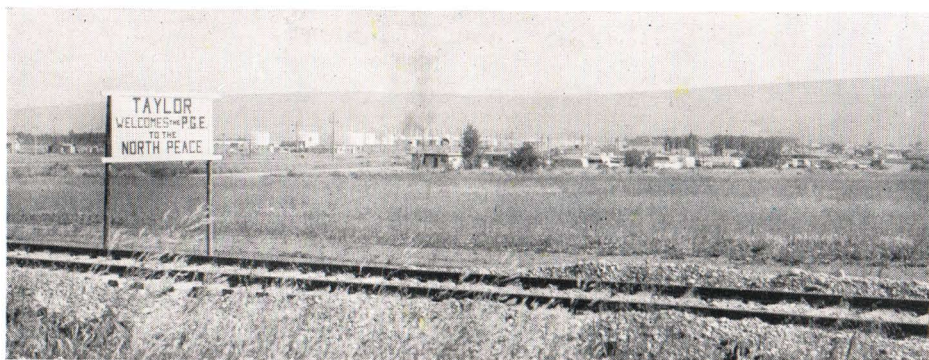
THE LAND WE SERVE...

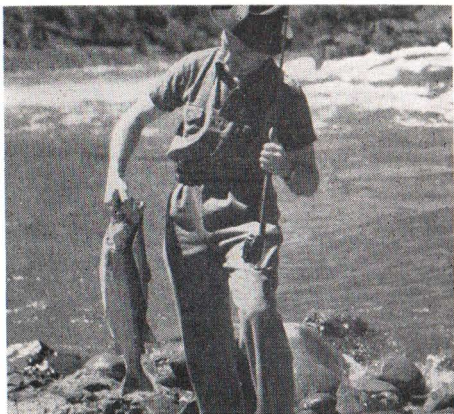
The country through which the railway operates covers huge timber stands, rich ranch lands, farms, mining properties and myriad smaller businesses which were all given tremendous impetus when the Pacific Great Eastern Railway was completed from Prince George to Vancouver.

Now that the line has been extended north into Dawson Creek and Fort St. John it will open up and serve the great wheat country of the rich and untapped Peace River. It will complete the transportation needs of the gas and oil industry of the area and make possible still further development.

Today that northland is the country of the future, the last frontier, the last untapped natural treasure of British Columbia. This is the country which demands men of courage, resourcefulness, integrity and the ability to build in the knowledge that the future is good.

The Pacific Great Eastern Railway and its management—pausing momentarily between expansion projects—takes pride in having already justified the faith of the few who, in the early years, saw the economic merit of “steel north”.





FUR, FEATHER and FIN...

Few areas of the world are as richly endowed as British Columbia with the geological phenomena which creates spectacular scenery, thousands of lakes and waterways and prime habitat for sports fish, big game and game birds. And the Pacific Great Eastern Railway pierces the heart of this area.





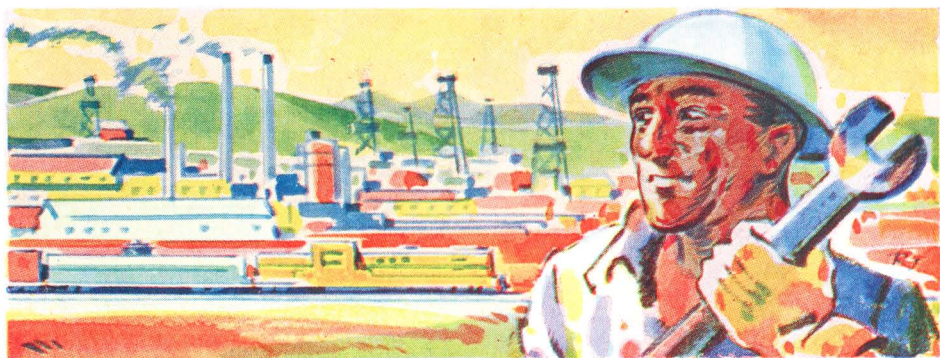
Here is one of the last breeding grounds of the great grizzly bear . . . land of yawning river chasms and virtually endless forests . . . the rocky home of the mountain sheep and goat . . . land of a thousand lakes where Rainbow trout abound . . . alpine meadows which offer unsurpassed skiing . . . rolling, grassy rangeland where cattle drives begin . . . and a land of quiet pastures, sloughs and salt licks where deer, moose, duck and geese pause to feed.

Wildlife is frequently visible from the train as the railway in its 800-mile course climbs from sea level to an altitude of 3,800 feet, and descends. The steel never leaves spectacular scenery.

From North Vancouver to Squamish, the railway snakes along, high up the mountainside, looking over fjord-like Howe Sound, world-famous salmon fishing area. North of nearby Squamish, trout streams and lakes abound. Lillooet is tourist country, mining country and game country. Beyond there is the incredibly-blue water of Pavilion Lake, the cattle spreads of the Cariboo; the deer and moose and bighorn sheep lands attracting hunters from far places.

To the north are newly-opened areas for fishing and hunting, now easily accessible from the main line of the Pacific Great Eastern.





THE FUTURE, THE POTENTIAL...

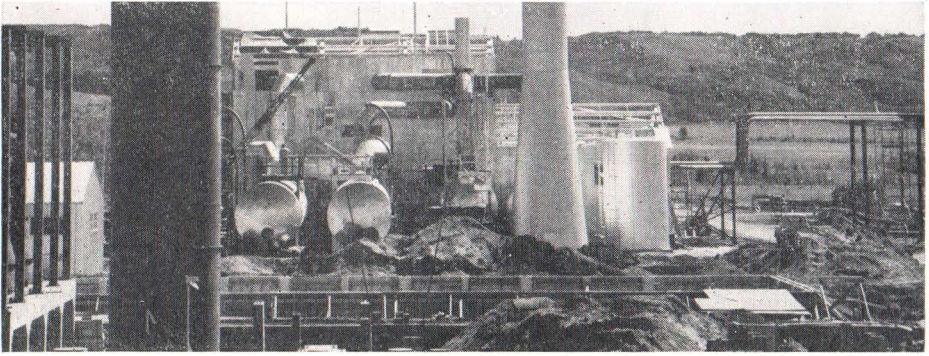
Those who project the economic future of the Pacific Great Eastern Railway have a big picture to digest . . . a picture staggering in its multitude of facets.

Existing and visible economic indices clearly point to an immense integrated industrial development in the railway's economic area which—it must be noted—embraces not only much of British Columbia, but also northern Alberta. More than this, it is almost certain as the PGE expands, the awakening Yukon and part of the Northwest Territories also must fall within its area.

Alaska, with statehood recently achieved, also begins to fit into the scheme of things to come, for the PGE already constitutes a half-completed steel bridge between the United States proper and its 49th state.

(With the prospects of each so bright and their future conceivably interlocked, it's interesting to note that the Pacific Great Eastern Railway and Alaska each shared early ridicule—the former as “a white elephant”, the latter as “Seward's Folly.”)





What business does this huge economic area—proven and visualized—hold for “steel north”?

It has been estimated that there is sufficient timber in the central and northern interior of British Columbia to support 16 pulp mills.

North of Prince George, adjacent to steel, known coal reserves total hundreds of millions of tons . . . and researchers assure that coal will again have its day.

A proven potential of 4,000,000 horsepower of hydro-electric power exists in the Rocky Mountain Trench in British Columbia.

While the Peace River district has already established itself as one of the continent's great storehouses of natural gas, and a noteworthy oil producer, Peel Plateau in the Yukon looms as one of the most promising areas in Canada for major new oil and gas discoveries.

The railway now taps one of the greatest undeveloped land areas in the world. Over hundreds of square miles there is no population, there has been little exploration or examination for mineral or other riches. The Pacific Great Eastern truly is “Gateway To An Empire”!





ALONG THE WAY

Some of the points of interest along the route of the Pacific Great Eastern are shown here as a guide to your trip.



MILE 49



MILE 142



MILE 182



MILE 236

Across the top is a Howe Sound scene by Artist Ron Jackson. Atop the column of pictures to the left is the Cheakamous Canyon, then a glimpse of Shalalth, on Seton Lake. Then Trains 1 and 2 are shown passing at Moran, on the steep grade of Pavilion Mountain. Finally, a typical scene in the Cariboo "Dude" Ranch country.

Atop the right-hand column is a glimpse of the Deep Creek Bridge, one of the world's highest railway bridges, 286 feet above the creek. Next is a historic water pump at Quesnel, relic of the gold rush days at nearby Barkerville. Then, a train is seen crossing the bridge over Cottonwood Canyon. Finally, a glimpse of Azouzetta Lake.

This is the summit of Pine Pass.



MILE 330



MILE 384



MILE 400



MILE 592

