

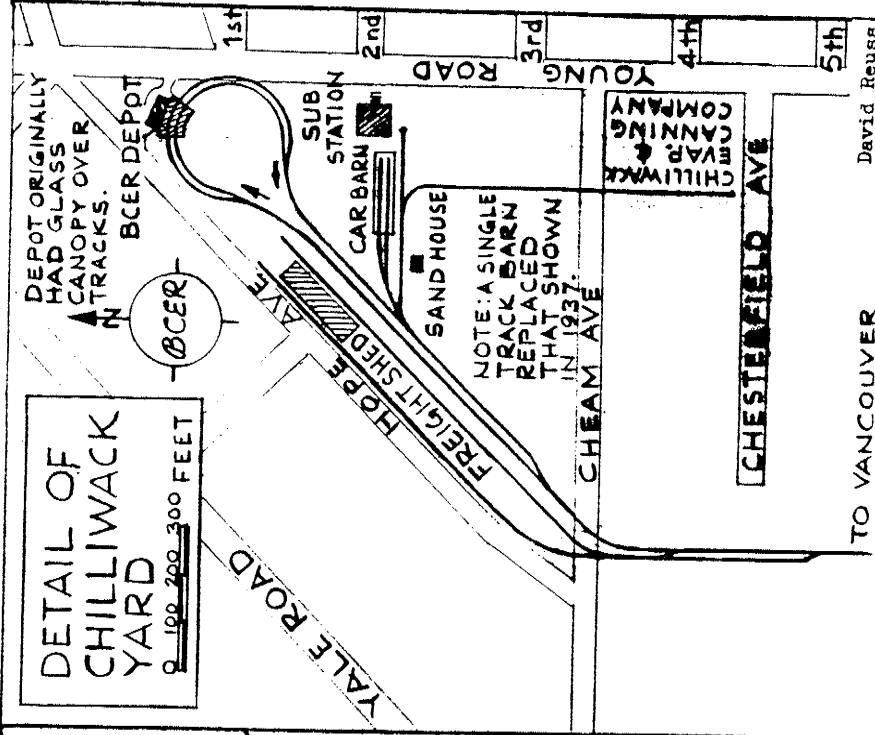
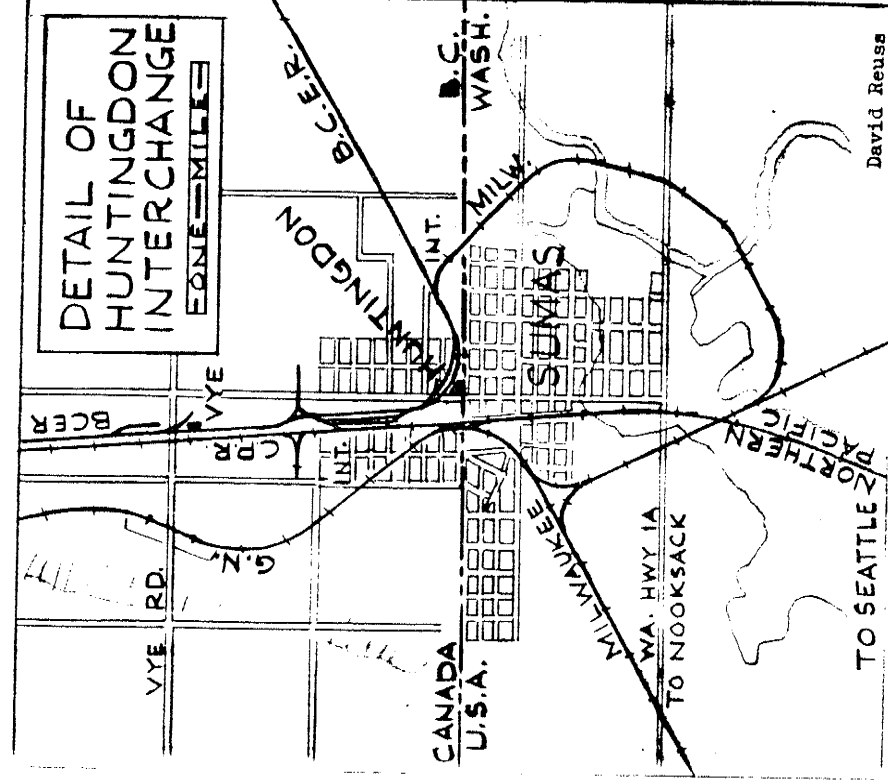
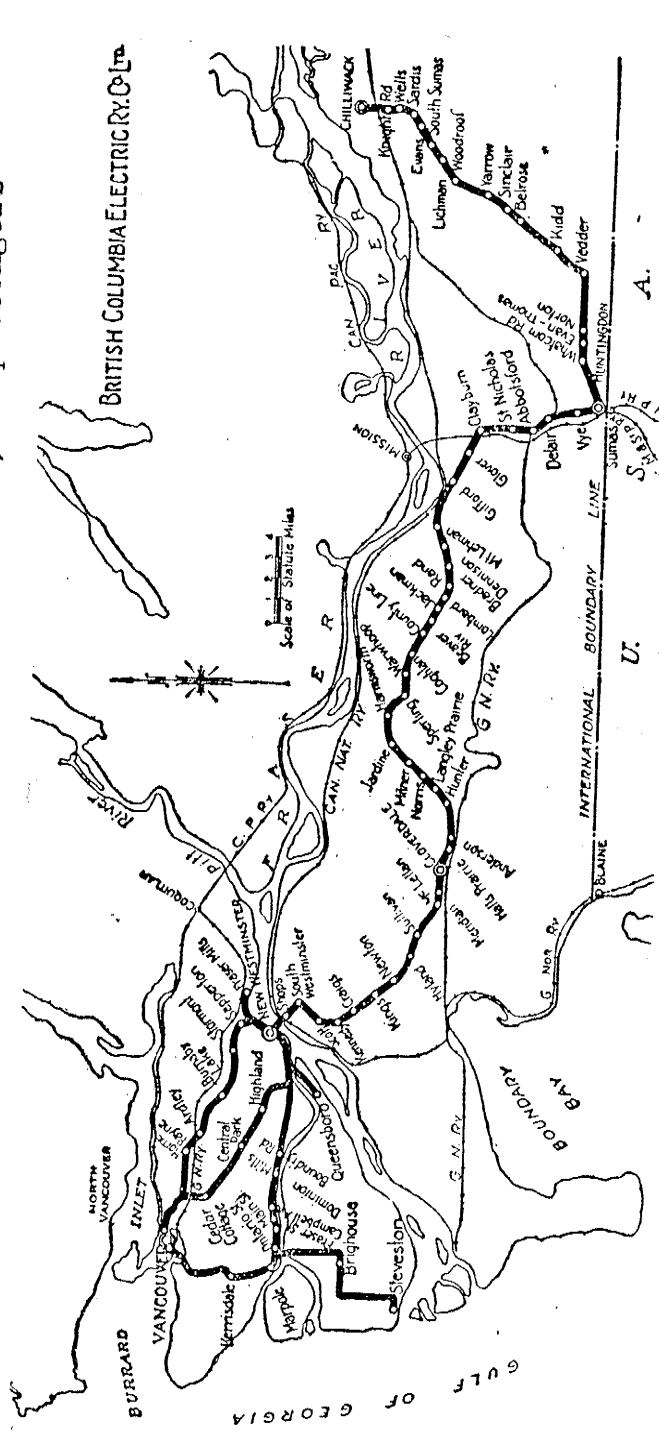
SOUTH FRASER ON TRAX

November 21, 2009

When Interurban Travel Dominated the Fraser Valley

HENRY EWERT

- A. 1910 - July 1 -- B. C. Electric interurban service is inaugurated between New Westminster and Jardine
- 1910 - October 3 -- the gala opening of the 63.8-mile interurban line from New Westminster to Chilliwack; the train consists of cars 1700, 1401, 1301
- 1910 - October 4 -- regular passenger service begins over what will always be Canada's longest interurban line
- 1911 - September 11 -- B. C. Electric's New Westminster depot goes into operation
- 1939 - February 18 -- the last day of the milk train (car 1708)
- 1950 - September 30 -- the last full day of interurban service
- B. During the last years of interurban service, 23 cars were available for service:
- 1300 - 1312, 1321, 1322 - 15 interurban coaches
  - 1401, 1402 - 2 interurban coaches with a mail/express compartment
  - 1600 - 1602 - 3 interurban coaches, trailers, unmotorized
  - 1700, 1706, 1709 - 3 baggage/express cars; no passengers



David Reuss

TO VANCOUVER

David Reuss

Miles from  
New  
Westminster

FRASER VALLEY BRANCH

Elevation  
above mean  
sea level

0.0	New Westminster station.....	16
0.8	Government station.....	16
1.0	Fraser river, high tide (springs), 8-5; floor of road bridge, 61; rail	33.9
2.2	South Westminster station.....	49
3.3	Scott station.....	217
4.6	Kennedy station.....	330
4.7	Summit.....	337
7.8	Newton station.....	249
10.2	Sullivan station.....	21
12.7	McLellan station.....	11
12.7	Meridian station.....	10
13.4	Great Northern Ry. crossing.....	13
13.5	Cloverdale station.....	14
14.5	Halls Prairie station.....	23
15.5	Anderson station.....	16
16.8	Hunter station.....	34
17.3	Langley Prairie station.....	40
18.1	Norris station.....	36
19.8	Milner station.....	48
20.5	Jardine station.....	45
21.7	Harmsworth station.....	84
23.0	Sperling station.....	188
24.3	Warwhoop station.....	227
25.3	Coughlan station.....	298
26.5	County Line station.....	321
27.5	Jackman station.....	279
28.3	Lombard station.....	295
29.0	Rand station.....	226
29.7	Bradner station.....	344
30.8	Dennison station.....	348
30.9	Summit.....	350
31.9	Mt. Lehman station.....	288
34.5	Gifford station.....	21
36.6	Glover station.....	19
37.1	Clayburn station.....	26
37.1	Canadian Pacific Ry., Mission branch, crossing.....	24
39.3	Abbotsford station.....	88
40.7	Delair station.....	41
42.1	Vye station.....	42
43.0	Huntingdon station.....	42
45.1	Sumas river, high water, 23; water, 19; rail.....	37
45.2	Whatcome station.....	38
46.6	Evans-Thomas station.....	38
49.6	Vedder Mountain station.....	38
51.2	Kidd station.....	40
52.6	Belrose station.....	41
53.0	Sumas lake, low water (March 7, 1908), 9; average high water, 25; extreme high water (1894).....	36
53.7	Sinclair station.....	40
55.1	Yarrow station.....	40
57.0	Woodruff station.....	42
58.8	Lickman station.....	55
59.5	South Sumas station.....	56
61.0	Sardis station.....	51
61.6	Knight Road station.....	43
62.5	Chilliwack river, high water, 34; water, 22; rail.....	39
63.8	Chilliwack station.....	32

Stations Hunter through Jackman were located in Langley. (Notice the extreme gain in elevation---in feet---from Harmsworth to Sperling.)

To the right is a photocopy of an interurban ticket punched at February 1, 1941.

From No. 12		35137 S		To	Fare Collected		
Vancouver		New West'r		Dollars		1.00 2.00	
So. West'r		Hjorth Road		Cents		8.00 3.95	
Scott		Kennedy		1		15 20	
Craigs		Hunt Road		25		80 35	
Klugs		Newton		40		45 50	
Hyland		Sullivan		55		60 65	
McLellan		Meridian		70		75 80	
Cloverdale		Halls Prairie		85		90 95	
Anderson		Hunter		Jan.		P.S.	
Langley P'rie		Norris		Mar.		Apr.	
Milner		Jardine		May		June	
Harmsworth		Sperling		July		Aug.	
Warwhoop		Coughlan		Sept.		Oct.	
County Line		Beaver River		Nov.		Dec.	
Jackman		Lombard		Days		1 2 3	
Lombard		Rand		4		5 6	
Bradner		Dennison		7		8 9	
Mt. Lehman		Gifford		10		11 12	
Glover		Clayburn		13		14 15	
St. Nicholas		Abbotsford		16		17 18	
Delair		Vye		19		20 21	
Huntingdon		Whatcom Rd.		22		23 24	
Upper Sumas		Norton		25		26 27	
Vedder Mt'n		Kidd		28		29 30	
Belrose		Sinclair		31			
Yarrow		Woodroffe		1942 1941			
Lichman		South Sumas		Half fare			
Evans		Sardis		Single			
Knight Rd.		Chilliwack		Return			
Special Return				Special Return			
Jan.		Feb.		Mar.		Apr.	
July		Aug.		Sept.		Oct.	
1 2 3		4 5 6		7 8 9		10 11	
12 13 14		15 16 17		18 19 20		21	
22 23 24		25 26 27		28 29 30		31	
WEST		EAST		WEST		EAST	

SPECIAL NOTICE  
 This Duplex Ticket must be punched before it is separated and the portion retained by the purchaser who will please before accepting it. (Under 25¢ and 50¢ rates only.)  
 Note: VOID after (30) days from Date of Sale.  
 (NO STOP OVER ALLOWED)  
 If punched for Special Return, ticket will not be accepted for passage after date punched below.

**WEST BOUND**

**EAST BOUND**

Mixed 1		Distance from New Westminster	Time Table No. 1 Effective July 1, 1910		Telephone Rings	Capacity of Bldgs or Yard	Mixed 2	
Second Class	A Daily		STATIONS	A Daily			Second Class	A Daily
L Daily							P. m.	
a. m.	7.30	20.5	Langley.....				6.15	
s	7.35	19.8	Milner.....	—	Yard		\$ 6.10	
s	7.45	17.3	Berry.....				s 6.00	
s	7.51	16.8	Hunter.....				s 5.56	
s	7.57	14.5	Shannon.....		10 cars		s 5.52	
8.00							5.50	
8.05		13.5	Cloverdale.....	.. —	Yard		5.45	
s	8.09	12.5	Meridian.....		10 cars		s 5.41	
f	8.11	12.0	McLellan.....				f 5.39	
s	8.17	10.2	Sullivan.....	..			s 5.33	
f	8.21	8.9	Hyland.....		10 cars		f 5.28	
f	8.32	4.6	Kennedy.....		10 cars		f 5.20	
f	8.38	2.2	South Westminster.....				f 5.12	
f	8.40	1.8	Shops.....		10 cars		f 5.10	
8.50		.0	New Westminster.....				5.00	
a. m.							P. m.	
A Daily	1						L Daily	2

F—Flag      S—Stop

Register—New Westminster, Cloverdale and Milner  
Bulletin and Comparison Clock—New Westminster

At a safe distance before commencing the descent of Brownsville Hill (mileage 4.6) eastbound, and Bear Creek Hill (mileage 6.6) westbound, and approaching railway crossings at grades, junctions, drawbridges and at points where trains are to be met or passed, motormen must make sufficient application to ascertain that brakes are in operating condition.

Trains must come to full stop 100 feet from crossing G. N. Railway, Cloverdale (mileage 13.5); and must not proceed until signal given by flagman that everything clear

Reproduced above is a great rarity, the very first employees' timetable of the New Westminster-Chilliwack interurban line when it was complete only to Langley (later Jardine). Berry would become Langley Prairie and Shannon would be changed to Hall's Prairie.

Reproduced on the reverse, complete, is the very last public interurban timetable for the Chilliwack line.

