Railway Department

PROVINCE OF BRITISH COLUMBIA

ANNUAL REPORT

Year Ended December 31st

1958

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1959

To His Honour FRANK MACKENZIE ROSS, C.M.G., M.C., LL.D.,
Lieutenant-Governor of the Province of British Columbia.

MAY IT PLEASE YOUR HONOUR:

I have the honour to present herewith the Annual Report of the operations and activities of the Railway Department for the year ended December 31st, 1958.

LYLE WICKS,
Minister of Railways.

Victoria, B.C., February 17th, 1959.

VICTORIA, B.C., December 31st, 1958.

The Honourable Lyle Wicks,
Minister of Railways, Victoria, B.C.

SIR,—I beg to submit herewith the Forty-first Annual Report of the Railway Department, covering the year 1958, together with Appendices.

Your obedient servant,

W. H. SANDS,
Deputy Minister.

FOREWORD

The Railway Department kept pace with the demands of industry during the year, and pipe-lines, industrial roads, railways, and aerial tramways were inspected during construction and otherwise.

The training programme with respect to the training of off-highway equipment drivers was continued during 1958.

A training programme was instituted to train heavy-duty vehicle mechanics on the operation and maintenance of air-brake equipment operating on public highways and industrial roads during 1958.

The Pacific Great Eastern Railway and logging and industrial operations benefited from the research facilities of the Department during 1958.

Report of the Railway Department

PACIFIC GREAT EASTERN RAILWAY COMPANY

Inspection of Track, Structures, and Mechanical Facilities

Various operational phases of the Pacific Great Eastern Railway from North Vancouver to Fort St. John and Dawson Creek terminals were inspected during 1958. Locomotives, rolling-stock, shop facilities, station facilities, communications and train operation, road-bed, bridges and structures, and investigation of accidents were included in these inspections. Data pertaining to the railway maintenance programme were supplied by the office of the Chief Engineer.

There has been a considerable improvement over the past several years due to the betterment programme instituted in 1951, and it can be reported that the railway is now in good operating condition.

During the first, second, and third quarters of 1958 the northern extensions of the Pacific Great Eastern Railway were under construction from Prince George to Fort St. John and from Chetwynd to Dawson Creek. This necessitated constant inspection on the part of the Inspectors of the Department as to track structures and equipment as well as the requirements of dispatching and preparation for the final opening of the northern extensions for both freight and passenger traffic. Special inspections were also carried out on the southern extension from North Vancouver to Squamish, which was opened in 1956.

New Rail Relay Programme

Approximately 50 miles of old 60-pound rail was replaced by new 85-pound rail between Mile 208.39 and Mile 258.58. New 85-pound rail and fastenings were distributed between Mile 320 and Mile 338.3 in readiness for the 1959 programme.

Tie Renewals

A total of 100,297 No. 1 untreated and 23,593 treated track ties were renewed during the year. For next year, provision is being made for the supply of 100,000 creosoted ties, which will substantially constitute all of next year's requirements.

Ballast Programme

Pit-run ballast was applied to 21 miles of track. Between Mile 41.3 and Mile 49.3 the lift was continuous, and on the remaining 13 miles ballast was applied as most urgently required between Mile 49.3 and Mile 74.

New Buildings

The following permanent buildings were constructed during the year: Budd-car shop and facilities, North Vancouver; agent's residence extended, Alta Lake; freight and passenger shelters, Devine and Enterprise; electrical and air-brake shop, locker-room and washroom, Squamish; addition to diesel shop and elevated platforms, Squamish; section-houses at Brunswick and Porteau; warehouse and office for boarding car contractor, North Vancouver; metal freight-shed, Exeter; installation of electrical services and primary power at new diesel shop, Squamish; stock-pens, with water, feeding and cleaning facilities, Squamish; exterior lighting, freight-shed and ramp, North Vancouver.

Fencing

To eliminate as much as possible the hazard of live stock on the right-of-way, 11.2 miles of new standard right-of-way fence was built during the year. Contracts were given wherever possible to adjacent ranchers.

Construction of Sidings

The following sidings were constructed during the year: Onward—new passing-track, seventy-four car capacity; Williams Lake—completion of Nos. 4 and 5 tracks (south yard); Williams Lake—industrial lead serving new sites; Lillooet—extension of two storage tracks; North Vancouver—new cross-over track; Squamish—north lead and north approach tracks to diesel shop; various—eight traders' sidings and extensions to two others.

Rock Cuts, Concrete Walls, Drainage, etc.

Considerable improvement to operating and snow-clearing conditions was effected on the Squamish subdivision by widening and daylighting of narrow rock cuts between Mile 52 and Mile 54, Mile 67, Mile 71, Mile 77.5 and Mile 78.5, and Mile 114 to Mile 116.

Along Howe Sound a programme of removal of fissured rock and scaling of hazardous slopes resulted in greatly improved running conditions and safer train operation on the newly constructed track.

Permanent concrete retaining-walls were constructed along Howe Sound at Mile 15.2 and Mile 17.3. Now that construction work has been completed on the highway between Mile 19.5 and Mile 24.5, it will be possible to replace temporary cribbing by concrete walls. This work is planned to commence early in 1959.

Several new track boxes and culverts were installed and drainage improved generally along Howe Sound following a study of actual conditions during freshet periods.

Sinkholes, Slides, etc.

In the past the railway has been burdened with several trouble spots, such as sinkholes, unstable fills and slopes. In order to eliminate as many of these slow orders as possible and to speed up the running-time, a programme of field tests and studies by a competent soils engineer has been instituted. Recommendations as to the best means of undertaking corrective stabilization work have been made, and work at some of the locations has already been started, as follows:—

Mile 331.3: Soda Creek sinkhole—survey started.
Mile 381: Mud Hill—survey started.
Mile 385: Sinkhole—survey started.
Mile 400.9: Bellos Fill—survey and test-holes complete and horizontal drains installed. Expect to be able to throw track over off temporary revision as a result of underdrainage.
Mile 402: Tertiary Creek—survey started.

MAINTENANCE WORK

Track conditions generally throughout the line have been considerably improved by the installation of heavier rail, ballasting, tie renewals, and ditching of wet cuts and improved drainage. It is planned to perform all maintenance-of-way work next year with railway company forces and to inaugurate a policy of performing such regular track-maintenance work as tie renewals, lining, and surfacing by means of small mechanized floating gangs. It is also planned next year to do all of the programmed rail relay and ballast work using company personnel and equipment.

General

Ditching was carried out throughout the year by the diesel ditcher, steam ditcher, unit crane, and the Northwest shovel. Areas ditched and drainage improved were Pemberton to Squamish, Pemberton to Spetch, Horseshoe Bay to Brunswick, Furry Creek to Squamish, Lillooet to Kelly Lake, Kersley to Red Rock. Seton Lake area and various mud-out widening and drainage improvements were carried out by bulldozers.

Work-trains were engaged in handling the steam and diesel ditchers, distributing new 85-pound rail between Mile 208.38 and Mile 258.39, also between Mile 320 and Mile 338.3, and stock-piling at Quesnel.

Second-hand 60- and 70-pound rail was picked up from the 1956, 1957, and 1958 rail relay programmes. Approximately 800,000 lineal feet of suitable rail was loaded and shipped north for Chetwynd–Dawson Creek main-line construction, also for sidings on the north division.

Considerable improvement in track conditions along Howe Sound has been carried out during the year. Since the opening of the highway it has been possible for the floating gangs located at Brunswick and Porteau to effect repairs to track at former blasting areas and generally rehabilitate the line between Brunswick and Porteau.

Fifteen curves between Koster and Flying "U" were lined and surfaced during 1958. Maximum permissible speed restrictions have been increased where possible, and a considerable number of slow orders have been eliminated.

The following work on bridges and other structures was performed by the regular bridge and building gangs:—

Sixty-six bridges repaired and maintained.
One bridge completely rebuilt.
Nine mechanical department buildings repaired.
Twenty section-houses and bunk-houses repaired.
Thirty stations and freight-sheds and station-help buildings repaired.
Seventy-five various buildings painted.
Five stock-pens repaired.
Seven timber cribs built.
Three shoulder pile retaining-cribs driven.
Thirty-nine culverts repaired and extended.
One new loading-ramp built and two repaired.
Three trailer bunk-houses placed at Lillooet for trainmen.
Twelve tool-houses built for construction department.
Ten miscellaneous buildings repaired.
Squamish—repairs to barge slip.
New freight and passenger shelters built at Devine and Enterprise.
Old water-tank demolished at Williams Lake.
Lillooet—water and oil service-line installed.
Exeter—install water system for station and section buildings.

In addition to the above work, maintenance was carried out on various P.G.E. water systems, repairs to septic tanks, etc., and repairs to Squamish Village water system.

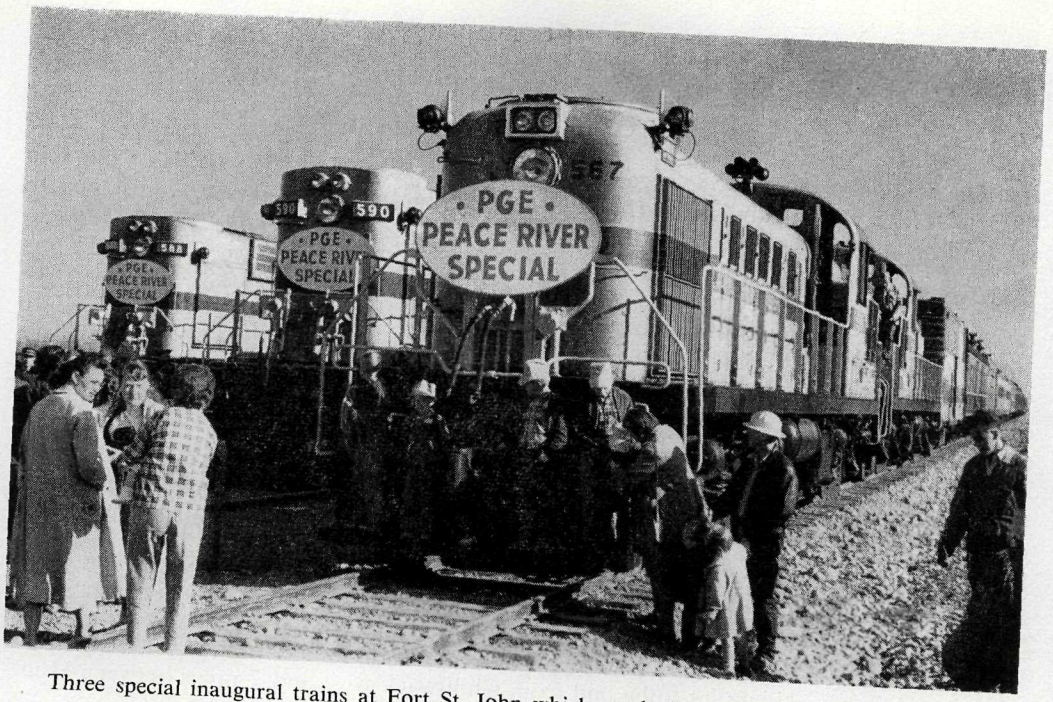
Weed mower and weed spray-machines were operated over the line during July and August where required between Squamish and Cotwood. A total of 70 miles were given treatment.

Conclusion

Conditions on the permanent way of the Pacific Great Eastern Railway have greatly improved during the year 1958. The northern extensions into Fort St. John and Dawson Creek have been completed, and regular scheduled trains are now providing service to these two important terminals. The Budd cars purchased in 1956 are doing excellent work. and the passenger service and passenger schedules have been greatly improved.

Regular freight service was inaugurated between Prince George and Fort St. John in September, 1958, with the official opening of the line for passenger service between Prince George, Fort St. John, and Dawson Creek on October 1st, 1958. Three special passenger-trains traversed the entire line from North Vancouver to Dawson Creek and Fort St. John to mark the occasion.

Arrival of first train at Dawson Creek.



Three special inaugural trains at Fort St. John which marked the occasion of the opening of the line.

Inaugural celebrations on arrival of first train at Fort St. John.

B.C. ELECTRIC RAILWAY, NEW WESTMINSTER TO CHILLIWACK

On September 8th, 1958, a general inspection was made of the British Columbia Electric Railway Company's line from New Westminster to Chilliwack, a distance of 63.8 miles.

Weed-control is well in hand over the entire line. Chemical weed-killer is being used and applied by the company's own equipment.

All level crossings are maintained in accordance with the "Railway Act." Two automatic crossing installations exist—one at Scott Road and the other at King George VI Highway. A third signal of the gate and flashing-light type has been approved by the Department for installation at the new Trans-Canada Highway in the vicinity of Chilliwack.

In general the line is in excellent condition. All crossing signs were found in position and properly maintained. All sidings down-grade to main line are protected with derails, which are kept locked to prevent tampering with by unauthorized persons. The betterment programme commenced in 1951 has been almost completed.

Betterment Programme, 1951–58

Fifty-four miles of new 85-pound rail laid, with another 8.5 miles yet to be completed, as follows: 1½ miles to be laid from Chilliwack west and 7 miles between Huntingdon and Vedder Mountain.

The tie-renewal programme has now been completed on the main line. Creosoted ties have been laid throughout, complete with tie-plates.

Fifty-four miles of track given lift and reballasted, with 8.5 miles to complete in 1958.

Steel bridge over Vedder River sand-blasted and painting completed.

All wooden bridges in good condition. The wooden bridge at Mile 46.2 has been shortened to approximately one-half original length by diverting the stream and filling the western end of the bridge. Fill was being compacted with water at time of inspection.

Signals have been renewed at diamond crossing of C.N.R. tracks. Signal-house has been removed as no longer necessary.

The crossing of the new diversion of the Trans-Canada Highway over the tracks in the vicinity of Chilliwack has not yet been completed.

On a number of curves the tracks have been realigned, providing smoother operation of the rolling-stock. Rerouting of tracks off Columbia Avenue, New Westminster, has been completed.

General

All sidings were found in good condition and properly protected with derails where necessary.

Level crossings were found to be in order, with cross-arm signs in place and properly maintained.

Switches and frogs are properly blocked in all yards and sidings.

The new spur at Mile 42.6, serving Western Propane Limited, was found to comply with requirements of the "Railway Act."

The new spur at Mile 36.56, intended to service the proposed plant of Celwood Industries Limited, was found to be in order.

The automatic signals installed at King George VI Highway and Scott Road level crossings were found in good working order.

The main line between New Westminster and Huntingdon serves as a transfer between the Northern Pacific and Milwaukee Road terminals in Huntingdon and the C.P.R., C.N.R., and P.G.E. Railway in the Vancouver area. Thirteen diesel-electric locomotives are in service between New Westminster and Chilliwack.

Maintenance-shops at New Westminster were inspected; facilities were found to be adequate to service the existing motive power and rolling-stock.

INDUSTRIAL RAILWAYS

Railways are classified in two categories—namely, common-carrier railways, such as Pacific Great Eastern Railway and B.C. Electric Railway, and logging, mining, and industrial railways, such as Comox Logging and Railway Company, Canadian Forest Products Limited, Canadian Collieries Resources Limited, etc.

All industrial railways were inspected during the year. The inspections entailed the examination of track, structures, shops, loading-works, dumping-works, and dispatch facilities, as well as the examination of operating personnel. The inspections also included the hydrostatic testing of boilers and the certification of locomotives.

LOGGING-RAILWAYS

The logging-railway of Canadian Forest Products Limited in the Nimpkish and Englewood areas has, in the last few years, grown into a major railway project. In 1957 the railway was extended from Beaver Cove to Nimpkish Lake so that logs loaded at Vernon Lake could be railroaded from Vernon Lake to Beaver Cove, a distance of about 60 miles. At this operation the advantage of rail transportation and the versatility of truck logging is combined into one single integrated transportation system. Such a system is, naturally, most efficient. The railway operation of this transportation system uses a considerable number of both steam and diesel-electric locomotives, as well as rail cars for the transportation of personnel. The dispatch system incorporates the use of micro-wave radio-telephone as well as land telephone.

During the year various inspections were made of all phases of the rail and truck transportation systems in the Nimpkish area, and it can be reported that safety at this operation has been given priority on the part of the company, and the Department Inspectors have also done everything possible to further the interests of safety.

The Comox Logging and Railway Company operation at Ladysmith incorporates the use of railway and trucks, thus making an efficient integrated transportation system in the vicinity of Ladysmith and Nanaimo Lakes on Vancouver Island. At this operation a number of steam-locomotives are used for switching and hauling on the main line, a distance of approximately 20 miles. The logging-trucks haul from the woods and dump in Nanaimo Lakes, where the logs are sorted and loaded on to railway cars by the use of a novel loading arrangement known as a "Moby Dick." This device has a large opening similar to a whale's mouth which gathers the logs so that a load of logs can be picked up at one time and dropped on to specially constructed flat cars. The operation is very efficient, and the loading-works and railway operate twenty-four hours a day during certain seasons of the year.

Various inspections of this operation were made by the Inspectors during the year, and much was done on their part to promote safety.

MacMillan & Bloedel Limited operates a railway log-transportation system between Nanaimo River and Ladysmith. Logs are loaded at Nanaimo River and transported over the railway of the Comox Logging and Railway Company, after which they are interchanged with the Esquimalt and Nanaimo Railway and transported to Chemainus, where MacMillan & Bloedel Limited operates its own terminal railway to handle the sawmill and log-dump. This operation was inspected a number of times during the year.

Safety Trophy

In 1952 the Department instituted a safety trophy for the logging-railways. The trophy was won in 1957 by the Comox Logging and Railway Company, and an appropriate ceremony was held in May, 1958, where Department personnel and personnel and management of the company were present when the trophy was presented by the Minister.

MINING-RAILWAYS

Mining-railways throughout British Columbia were inspected during the year. The Sullivan mine operation in Kimberley has several miles of narrow-gauge railway operation between the mouth of the mine and the tipple at Kimberley. Electric locomotives are used at this operation. The company is very safety conscious, and the railway is in excellent condition. No accidents were reported on this railway during the year.

At the Trail smelter of the Consolidated Mining and Smelting Company of Canada the narrow-gauge railway or tramming operation was inspected several times during the year. All motormen on this operation are certified by the Department. Various matters involving safety have been straightened out by the Department Inspectors during the year at Trail.

Kitimat

The terminal railway of the Aluminum Company of Canada Limited at Kitimat was inspected. The locomotives were tested and the general operation of the railway checked. Reports of unsafe conditions reported were investigated by the Inspectors. It was found most of the trouble originated through misunderstandings. These were straightened out once proper procedures were established.

STEEL-MILLS

The steel-mills in the Vancouver area own and operate their own trackage in and around the plants. Railway locomotive cranes operate on the trackage, switching cars and loading steel. The boilers of these cranes were hydrostatically tested and certificates issued during the year. Engineers operating the locomotive cranes were examined and certified.

SHIPYARDS

The shipyards in Vancouver and Victoria own their own trackage to serve the plants. The trackage and locomotive cranes employed were tested and inspected during the year. At Yarrows Limited in Victoria the bridge cranes in the shops and the hammer-head crane on the dock were inspected as to safety and lifting capacity. Load tests were made in the interest of safety.

PULP-MILLS

During 1958 the large pulp-mill at Crofton was completed and commenced operations. This company operates its own diesel-electric locomotive over its own railway system, which serves the pulp-mill and barge-slip, both of which are interconnected with the Esquimalt and Nanaimo Railway. Inspections and certain recommendations were made to improve the safety of operation. Operating crews were instructed in safe operating practices.

A number of inspections were made of MacMillan & Bloedel Limited pulp-mills at Port Alberni and Harmac. Diesel-electric locomotives and rolling-stock at both operations were inspected and certified.

At the Elk Falls Company Limited paper-mill at Duncan Bay, Vancouver Island, the barge-slip and trackage, as well as steam-locomotive and equipment, were inspected. At this plant, close clearances required a certain amount of adjustment, which was handled by the Inspectors.

The barge-slip, trackage, and wharf of Canadian Industries Limited plant at James Island were inspected. A diesel-electric locomotive is used to switch the barge-slip and to switch cars around the plant. The locomotive was tested and personnel examined and instructed in railway safety.

Small Narrow-gauge Railways

The narrow-gauge railway which serves the power plant at Jordan River on Vancouver Island was inspected. This railway is several miles in length and exists to service the flume which serves the power-house. Two small gas-locomotives are in use. At the time of the inspection the railway operating personnel on location were instructed as to safe practices.

A narrow-gauge (3-foot) railway has been constructed and is operated by Mr. G. Wellburn at Deerholme. This railway is operated by railway fan societies and by Mr. Wellburn. A 15-ton steam-locomotive is used, as well as 3-foot-gauge rolling-stock, speeders, and other historical railway equipment. The railway was inspected in the interest of safety, and as the locomotive is used only periodically it was not subjected to a hydrostatic test during 1958, but is scheduled for one during the early part of 1959.

The miniature railway operated by the Vancouver Parks Board in Stanley Park was inspected, and the miniature boiler of the steam-locomotive (which carries 150 pounds pressure per square inch) was inspected and certified in the interest of public safety as a number of children are on and around the locomotive during the summer months.

INDUSTRIAL TRANSPORTATION

Truck Logging

During 1958 the use of heavy-duty logging-trucks and trailers has once more been on the increase. One hundred and sixteen new and reconditioned logging units were put into service by truck-manufacturers during the year.

Reports to the Department have shown a number of cases where the operation of the required safety devices has saved trucks and possibly the lives of the operators when failures of the braking system have occurred. No report of any serious injury to drivers of trucks equipped to safety standards has been received during 1958.

A total of 950 logging units of all types were inspected and tested. In some cases these units required alterations or additions to the brake equipment, and in most instances these defects were promptly rectified. It was found that an occasional operator failed to make the necessary repairs to his vehicle, thereby forcing the Department to put his unit out of service until such time as it was repaired to meet operating standards.

Where formerly vacuum and hydraulic brakes were found to be sufficient for what was required, now air brakes have been found to be safer and more efficient. One disadvantage in using air brakes in the Interior has been the amount of moisture collecting in the air-reservoirs due to the severe climatic conditions. This condensation was found to be adversely affecting the mechanism of the different air-valves. Upon advice from the Department, moisture-ejector valves were installed in the air system, which subsequently eliminated this trouble.

The Department Inspectors conducted classes in all parts of the Province to teach safety and train drivers of equipment as to the safe use of air brakes and safety devices used in transportation. The talks and lectures are of technical nature. Examinations are then conducted, and successful candidates are issued certificates of proficiency.

The Department operates two portable training units, travelling to all parts of the Province for the convenience of Interior drivers. These units are fully equipped with demonstration air-brake equipment and compressed air for the operation of the equip-

ment, as well as being equipped with movie projectors and slide projectors. Complete examination material is also carried so the Inspectors can set up classes and examinations in any part of the Province.

A truck-drivers' training classroom has been set up at the Federal-Provincial Vocational School in Nanaimo, where the Inspectors conduct courses each month and examine truck-drivers in the Central Island area. The classroom has been equipped with operating air-brake devices. One hundred and ten students were trained and examined at the school alone with the aid of these panels, as well as logging-truck drivers from the surrounding districts. All truck-drivers in the industry who hire through Vancouver receive instruction and take examinations at the Vancouver office.

Classes were conducted in a number of localities to bring R.C.M.P. officers up to date on the functions of air brakes on heavy-duty vehicles.

A total of 427 truck-drivers were certified during the year, bringing the total number examined to well over 2,927 to date. In addition, two more complete units were constructed for use in the Vancouver office, where other groups have been trained in the use of air brakes.

Truck Hauling—Mining

There has been a noted increase in the number of trucks used in the hauling of ore in the Province.

The roads and equipment of Empire Development at Port McNeill were inspected, and minor changes in roads and bridges were found to be necessary.

Western Nickel Limited at Hope started hauling early in 1958. The road was inspected, and it was found that quite a few sections of the road and some of the bridges required repairs. It is to the credit of the company that these repairs were made immediately.

The general feeling amongst operators and drivers is that while some time and money have been involved in the installation of this safety equipment, safety to driver and machine has increased tenfold. The feeling of assurance that comes from knowing that tested equipment and devices are now in use on the truck that is driven by a trained and certified operator cannot be measured in dollars and cents.

PIPE-LINES

The " Pipe-lines Act " administers pipe-lines located wholly within the Province, and inspecting engineers of the Department check all plans and specifications prior to construction. Upon completion of construction, pressure tests are applied to proof-test the lines before they are placed in service. These tests are witnessed by Department inspecting engineers. During 1958 a number of new natural-gas gathering systems were placed in service by the following companies, with miles of pipe listed:—

	Miles of Pipe
B.A. Oil Co.	2.35
Phillips Petroleum Co.	10.50
Pacific Petroleums Ltd.	15.88
Fargo Oils Ltd.	25.70
Gulf States Oil Co. Ltd.	2.00
Plains Western Gas & Electric Co.	2.00
Inland Natural Gas Co. Ltd.	1.00

Total miles of pipe-line now in operation in the Province under the " Pipe-lines Act " is 467.43.

AERIAL-TRAMWAY TRANSPORTATION

The use of aerial tramways for the transportation of passengers and industrial use continues to increase in British Columbia. New Tramways constructed and placed in operation during 1958 consist of the following: Silver King, Nelson, and Star Hill, Kimberley.

Plans were approved for a Pomo lift on Mount Seymour. This lift is at present under construction and is expected to be in operation early in 1959.

Inspections were made of the following aerial tramways: Grouse Mountain Resorts Limited, North Vancouver; Lifts Limited, North Vancouver; Red Mountain Tramway, Rossland; Silver King, Nelson; Dog Mountain, Katz; Aluminum Company of Canada Limited, Kemano; and Hollyburn Aerial Trams Limited, West Vancouver.

No serious accidents were reported on aerial tramways during 1958, and it would appear this type of up-hill transportation is gaining public acceptance. It is understood several large aerial-tramway installations are planned for future development in the Province where parks and recreational playgrounds are being opened in the interest of the general public.

GENERAL SAFETY

The prime object of the Department is safety, both as to the safety of workmen and the safety of the travelling public, as well as public in general where affected by the hazards of transportation. In this regard the Department conducts lectures and training courses in the operation of transportation equipment such as buses, trucks, etc., the object being that where the operating personnel have been properly trained in the safe use of equipment and air brakes, an improvement in the safety record is always the result.

Some of the lecture courses are a joint project between the Department of Education and the Railway Department. These courses are offered to the general public. Other courses concern industrial equipment, such as logging-trucks and heavy vehicles used in industry. These courses are open to workmen operating that type of equipment. Another type of course is offered to companies operating trucks and transport equipment, and this type of course is also offered to detachments of the Royal Canadian Mounted Police engaged in vehicle inspection.

The Department has a liaison with the Motor-vehicle Branch and the Department of Highways, and as a result the safety work conducted by the Railway Department has a beneficial effect upon the safety of vehicular traffic on highways.

Equipment Inspections during 1958

Hydrostatic tests applied to boilers	59
Internal and external inspections of boilers	9
Internal-combustion locomotives inspected and certified	11
Air-locomotives hydrostatically tested	9
Electric locomotives inspected and certified	8
Rail cars inspected and certified	18
Air-receivers tested and inspected	8
Diesel-electric locomotives inspected and certified	68
Electric locomotives inspected on narrow-gauge electric railways	14
Diesel-electric locomotives inspected on Alcan project	3
Locomotives inspected other than hydrostatic tests	75
Logging-trucks inspected	956
Number of cars inspected on industrial railways	203
Number of cars inspected on common-carrier railways	175
Miles of track inspected	1,800

Aerial tramways inspected and certified	8
Aerial-tramway inspections conducted	32
Conductors examined and certified	4
Power-car operators examined and certified	2
Internal-combustion locomotive engineers examined and certified	8
Locomotive-crane engineers examined and certified	10
Engineers examined and certificates issued, P.G.E. Railway	10
Engineers examined and certificates issued, B.C. Electric Railway	3
Motormen examined and certified, Consolidated Mining and Smelting Co. of Canada	3
Logging-truck operators examined and certified	420
Students examined and certified at Federal-Provincial Vocational School, Nanaimo	93
Air-brake inspector examined and certified	1
Accidents investigated on logging and industrial railways	1
Accidents investigated on logging-truck roads	5
Fatal accidents investigated on logging-truck roads	---
Accidents on P.G.E. Railway	35
Fatal accidents on P.G.E. Railway	1
New diesel-electric locomotives	7
Safety lectures conducted by the Department	10
Truck air-brake lectures conducted by Department	268

List of Cranes and Other Auxiliary Motive Power in Industrial Plants Inspected by Railway Department, 1958

Anderson Bros. Lumber Co. Ltd.	Crane No. 11905 B.C.
	Crane No. D.R. 320.
Arrowhead Wood Preservers Ltd.	Crane No. 22633 B.C.
	Crane No. D.R. 293.
	Crane No. D.R. 322.
Associated Foundry Ltd.	Crane No. D.R. 305.
Baxter, J. H., & Co. Ltd.	Gas Crane No. 1.
Burrard Dry Dock Co. Ltd.	Crane No. 50514 B.C.
	Crane No. D.R. 292.
	I.C. Crane No. 4.
Canadian Industries Ltd.	Whitcomb Locomotive No. 8.
Capital Iron & Metals Ltd.	Crane No. D.R. 295.
	Crane No. 44386 B.C.
Columbia Cellulose Co. Ltd.	D.E. Locomotive No. 1.
Consolidated Mining & Smelting Co. of Canada Ltd.—	
Kimberley	Electric Locomotives Nos. 1, 2, 3.
Trail	12 narrow-gauge electric locomotives.
Dobson Bros.	Crane No. D.R. 289.
Dominion Bridge Co. Ltd.	Crane No. 44129 B.C.
	Crane No. 44317 B.C.
	Crane No. 44013 B.C.
	Crane No. D.R. 347.
	Gas Locomotive No. 1.

Esquimalt Dry Dock	Crane No. 22582 B.C.
	Portable Boiler D.R. 314.
Hillcrest Lumber Co. Ltd. (sawmill)	Crane No. 40049 B.C.
	Crane No. 44315 B.C.
	Crane No. 41298 B.C.
King, M. B., Lumber Co. Ltd.	Crane No. 12430 B.C.
Lions Gate Lumber Co. Ltd.	Crane No. 12370 B.C.
Lumby Timber Co. Ltd.	Crane No. D.R. 343.
Mayo Lumber Co. Ltd.	Crane No. D.R. 321.
MacMillan & Bloedel Ltd. (sawmill)	Crane No. 44666 B.C.
	D.E. Locomotive No. 1.
	Gas I.C. Locomotive No. 50.
Northern Construction Co. Ltd.	Crane No. 43505 B.C.
Northern Forest Products	I.C. Locomotive Crane No. 1.
Osborn Bay Wharf Co. Ltd.	Crane No. 21526 B.C.
Sigalet & Co. Ltd.	Crane No. 21089 B.C.
	I.C. Crane No. 5628.
Timberland Lumber Co. Ltd.	Crane No. 12368 B.C.
Timber Preservers Ltd.	Gas Crane No. 1.
	Crane No. D.R. 288.
	Crane No. 44440 B.C.
Vancouver Steel Co. Ltd.	Crane No. D.R. 342.
	I.C. Crane No. 4343.
	Crane No. 43864 B.C.
Victoria Machinery Depot Ltd.	Crane No. D.R. 291.
Western Bridge & Steel Fabricators Ltd.	Crane No. D.R. 355.
	Crane No. D.R. 309.
Western Plywoods Ltd.	Diesel Crane No. 142.
Yarrows Ltd.	Electric dock crane.

Inspections Conducted under the "Industrial Transportation Act," 1958

Alaska Pine & Cellulose Co., Jordan River.
A. & J. Trucking, Williams Lake.
Albright Hauling, Greenwood.
Alice Lake Logging Co., Stillwater.
Alice Lake Logging Co., Kelsey Bay.
Allison Pass Sawmills Ltd., Hope.
Arden, R., Hauling, Sooke.
Ashton Hauling, Greenwood.
Baikie Bros. Ltd., Campbell River.
Bannister & Taplin, Canal Flats.
Beavers Logging, Terrace.
Beban Logging Co. Ltd., Buckley Bay.
Becker, J., Hauling, Williams Lake.
Borer, J., Trucking, Westview.
Boundary Sawmills, Midway.
Bradford Hauling, Skookumchuk.
Bowman, Orion, & Sons, Sardis.
Braithwaite, E. C., & Son Ltd., Cowichan Lake.
Brauling, Amos, Hauling, Sooke.
Britannia Mines Ltd., Britannia Beach.
B.C. Forest Products Ltd., Caycuse.
B.C. Forest Products Ltd., Harrison Lake.
B.C. Forest Products Ltd., Pitt Lake.
B.C. Forest Products Ltd., Bear Creek.
Brix Logging Co., Cranbrook.
Buck River Lumber Co., Houston.
Butler Bros. Logging, Sooke.
Canadian Forest Products Ltd., Englewood.
Canadian Forest Products Ltd., Harrison Lake.
Canadian Forest Products Ltd. (Consolidated Timber Division), Dewdney.
Cale Creek Sawmills, Prince George.
Carrier Lumber Co., Prince George.
Cattermole-Tretheway Contractors, Buttle Lake.
Chernenko, W., Tachum.
Christian, G., Hauling, Fernie.
Church Sawmills, Willow River.
Clearlake Sawmills, Prince George.
Columbia Cellulose Co., Terrace.
Columbia Cellulose Co., Nakusp.
Comox Logging & Railway Co., Nanaimo Lakes.
Comox Logging & Railway Co., Headquarters.
Comox Logging & Railway Co., Saltery Bay.
Corbett Lumber Co. Ltd., Hope.
Cox Contractors, Midway.
Cox Lumber Co., Greenwood.
Cranbrook Cartage, Cranbrook.
Cranbrook Timber Co., Cranbrook.
Creston Sawmills, Creston.
Crestbrook Timber Co., Cranbrook.
Curtis-Garland Contractor, Giscome.
Davis, Roy, Contracting, Union Bay.

Dewey Logging Co., Cornel Mills.
Dodds & Angle, Contractors, Salmon Arm.
Dunlevy, C. J., Hope.
Eagle Lake Sawmills Ltd., Giscome.
Elk River Timber Co., Campbell River.
Elder Timber Co., Sooke.
Elliott Bros., Penticton.
Ellard Contracting, Creston.
Emel Trucking, Creston.
Enemark Logging Co., Port Mellon.
Fleetwood Logging Co., Harrison Lake.
Fleetwood Logging Co., Yale.
Fabco Forest Products, Kimberley.
Faminoff Hauling, Greenwood.
Federated Co-operatives Ltd., Canoe.
Fritz Sawmills, Midway.
Fyfe Lake Fir, Prince George.
G. & F. Logging Co., Yale.
Gallagher, Geo., Hauling, Terrace.
Galloway Lumber Co., Galloway.
Gilbert Hauling, Kimberley.
Garner Bros. (Cariboo) Ltd., Quesnel.
Gardner, R., Beaverdell.
Geddes Lumber Co. Ltd., Willow River.
Gold Standard Logging Co. Ltd., Haney.
Grosskleg & Trueman, Cowichan Lake.
H. & F. Contracting Ltd., Harrison Mills.
Hansard Spruce Mills, Hansard.
Hillcrest Lumber Co. Ltd., Mesachie Lake.
Houlden's Cartage, Terrace.
Howe, Ivan, Westview.
Interior Spruce Mills, Prince George.
Jackson Bros. Logging, Wilson Creek.
Jacobs, J., Hauling, Prince George.
J.S. & B. Lumber Co. Ltd., Cranbrook.
Kapoor Lumber Co. Ltd., Shawnigan Lake.
Kennelly Lumber Co., Cranbrook.
Kleanza Creek Logging Co., Terrace.
Kohnke Bros. Hauling, Williams Lake.
Kootenay Forest Products Ltd., Nelson.
Little, Haugland & Kerr, Terrace.
Lynx Lake Sawmills, Prince George.
Mahood Logging Co., Lang Bay.
Mogielka, J., Hauling, Fernie.
Murie Trucking, Terrace.
MacKenzie, Don, Trucking, Royston.
McBride Timber Co., Prince George.
McKone & Smith, Royston.
McLean Valley Logging Co. Ltd., Hope.
MacMillan & Bloedel Ltd., Sarita River.
MacMillan & Bloedel Ltd., Great Central Lake.
MacMillan & Bloedel Ltd., Franklin River.
MacMillan & Bloedel Ltd., Copper Canyon.
MacMillan & Bloedel Ltd., Nanaimo River.
MacMillan & Bloedel Ltd., Shawnigan Lake.
MacMillan & Bloedel Ltd., Northwest Bay.
MacMillan & Bloedel Ltd., Nitinat.
MacMillan & Bloedel Ltd., Sproat Lake.
MacMillan & Bloedel Ltd., Menzies Bay.
Nickel Lake Sawmills Ltd., Nickel Lake.
Nielson's Sawmill, John Hart Highway.
Northern Forest Products, Prince George.
Northern Pulpwood Ltd., Beaver Cove.
Northern Pulpwood Ltd., Sandspit.
Northern Spruce, Prince George.
Olson, Irving, Trucking, Westview.
Olympic Forest Products Ltd., Dunsmuir Siding.
Pas Lumber Co., John Hart Highway.
Passmore Lumber Co., Passmore.
Pearson Logging, Roberts Creek.
Peatt & Eve Hauling, Sooke.
Percy Logging Co. Ltd., Hope.
Peters, Ken, Contracting, Union Bay.
P. & H. Transport, Quesnel.
Pinchak, V. J., Galloway.
Pointer & Terrian, Williams Lake.
Plotnikoff, E., Hauling, Greenwood.
Plyley Hauling, Terrace.
Rafuse Logging Co. Ltd., Haney.
Rustaf, R. & F., Logging Co. Ltd., Furry Creek.
Rice, J., Log Hauling, Quesnel.
Sales Bros. Transport, Quesnel.
Sande Lumber Co., Terrace.
Sclitt Bros. Sawmill, Prince George.
Shelley Sawmills, Shelley.
Shubert, Walter, Hauling, Cranbrook.
Simpson, S., Ltd., Kelowna.
Sinclair Spruce Lbr. Co. Ltd., Sinclair Mills.
Six Mile Lake Sawmills, Prince George.
Skaret Creek Sawmills, Prince George.
Sonora Island Timber Co., Thurston Bay.
Spencer Hauling, Terrace.
Stanley's Trucking, Creston.
Star Creek Logging, Terrace.
Stauble Lumber Co., John Hart Highway.
Strukoff, Mike, Hauling, Midway.
Tabor Creek Sawmills, Prince George.
Tahsis Co., Gold River.
Taylor Bros., Duncan.
Torikka, G., Hauling, Williams Lake.
Trick, S. B., Lbr. Co. Ltd., Aleza Lake.
Upper Fraser Spruce Mills Ltd., Prince George.
Universal Timber Co., Port Mellon.
Van West Logging Co. Ltd., Royston.
Western Forest Industries Ltd., Meade Creek.
Western Forest Industries Ltd., Gordon River.
Western Plywoods (Cariboo) Ltd., Quesnel.
West Fraser Timber Co., Williams Lake.
Westlake Sawmills, Prince George.
Widgeon Creek Logging Co. Ltd., Pitt Lake.

APPENDICES

APPENDIX A

Accidents Reported

	Killed		Injured	
	1957	1958	1957	1958
Pacific Great Eastern Railway Co.—				
Passengers	----	----	4	7
Employees	----	----	8	18
Other persons	8	1	12	10
B.C. Electric Co. Ltd.—				
Passengers	----	----	----	----
Employees	----	----	3	----
Other persons	----	----	3	----
Industrial railways—				
Employees	----	----	1	----
Other persons	----	----	----	----
Locomotive cranes—Employees	----	----	----	----
Aerial tramways	----	----	----	----
Industrial roads (trucks)	3	1	2	1
Totals	11	2	33	36

APPENDIX B

List of Railways and Summary of Mileage

Industrial Railways

No. and Owners/Name of Railway	Head Office	Operating	Mileage			Gauge
			Main Track	Sidings, etc.	Total	
Standard Gauge						
Mainland						
1. Arrowhead Wood Preservers Ltd.	Revelstoke	Revelstoke	0.92	.....	0.92[1]	Standard.
2. Columbia Cellulose Co. Ltd.	Montreal	Watson Island, Shames, and Kalum	.....	7.01	7.01[1]	,,
3. Dominion Tar & Chemical Co. Ltd.	Montreal	North Vancouver	1.00	7.00	8.00	,,
4. Morrissey, Fernie & Michel Railway Co.	Fernie	Fernie	3.44	2.69	6.13	,,
5. Pacific Coast Terminals Co. Ltd.	New Westminster	New Westminster	5.20	.....	5.20	,,
6. Canada Creosoting Co. Ltd.	Montreal	North Vancouver	.....	0.75	0.75	,,
7. Howe Sound Transportation Co. Ltd.	Vancouver	Port Mellon	1.00	2.00	3.00	,,
8. Aluminum Co. of Canada Ltd.	Montreal	Kitimat	2.90	2.80	5.70	,,
9. Hooker Chemicals Ltd.	North Vancouver	North Vancouver	0.10	1.90	2.00	,,
10. Western Plywood (Cariboo) Ltd.	Quesnel	Walker Siding	0.95	.....	0.95	,,
Totals, Mainland	.....	.....	15.51	24.15	39.66	
Vancouver Island						
11. MacMillan & Bloedel Ltd.	Nanaimo	Harmac Pulp Division	1.80	.....	1.80	,,
12. MacMillan & Bloedel Ltd.	Vancouver	Franklin River	36.80	2.70	39.50	,,
13. MacMillan & Bloedel Ltd.	Chemainus	Chemainus	1.58	3.81	5.39	,,
14. MacMillan & Bloedel Ltd. / Nanaimo River Railway	Chemainus	Dunsmuir District	1.00	3.10	4.10	,,
15. Elk Falls Co. Ltd.	Duncan Bay	Duncan Bay	3.00	.....	3.00	,,
16. B.C. Forest Products Ltd.	Vancouver	Youbou	15.40	1.90	17.30[2]	,,
17. B.C. Forest Products Ltd. / Renfrew Division South	Vancouver	Port Renfrew	16.50	3.90	20.40	,,
18. B.C. Forest Products Ltd.	Vancouver	Crofton	1.15	2.15	3.30	,,
19. Canadian Collieries Resources Ltd.	Union Bay	Union Bay	2.00	4.00	6.00	,,
20. Canadian Forest Products Ltd.	Vancouver	Englewood	118.30	13.70	132.00	,,
21. Comox Logging & Railway Co.	Ladysmith	Ladysmith	23.40	5.05	28.45	,,
22. Hillcrest Lumber Co. Ltd.	Mesachie Lake	Mesachie Lake	6.00	1.50	7.50[3]	,,
23. Mayo Lumber Co. Ltd.	Paldi	Paldi	0.25	1.00	1.25	,,
24. Osborn Bay Wharf Co. Ltd.	Mesachie Lake	Osborn Bay	0.33	.....	0.33	,,
25. Western Forest Industries Ltd.	Honeymoon Bay	Honeymoon Bay	7.00	0.60	7.60[4]	,,
26. Alaska Pine & Cellulose Ltd.	Vancouver	Port Alice plant	.....	0.42	0.42	,,
Totals, Vancouver Island	.....	.....	234.51	43.83	278.34	
Totals, industrial railways, standard gauge	.....	.....	250.02	67.98	318.00	

[1] All leased.
[2] Includes 5 miles leased.
[3] Includes 5 miles leased.
[4] Includes 7 miles leased.

APPENDIX B—*Continued*

LIST OF RAILWAYS AND SUMMARY OF MILEAGE—*Continued*

Industrial Railways—Continued

No. and Owners/Name of Railway	Head Office	Operating	Mileage			Gauge
			Main Track	Sidings, etc.	Total	
NARROW GAUGE						
Mainland						
27. Crow's Nest Pass Coal Co. Ltd.	Fernie	Fernie, Coal Creek, Elk River, and Michel	7.15	.....	7.15	30".
28. Canada Creosoting Co. Ltd.	Montreal	New Westminster	6.00	.....	6.00[5]	30" and standard.
29. Consolidated Mining & Smelting Co. of Canada Ltd.	Trail	Trail	19.00	.....	19.00	18".
30. Consolidated Mining & Smelting Co. of Canada Ltd.	Trail	Kimberley	9.00	33.01	42.01	18", 36".
Totals, Mainland	.....	.....	41.15	33.01	74.16	
Vancouver Island						
31. Canadian Industries Ltd.	Montreal	James Island	8.25	1.75	10.00	36" and standard.
Totals, Vancouver Island	.....	.....	8.25	1.75	10.00	
Totals, industrial railways, narrow gauge	.....	.....	49.40	34.76	84.16	
Totals, all industrial railways in British Columbia	.....	.....	299.42	102.74	402.16	
Common Carrier						
32. Pacific Great Eastern Railway	Vancouver	Vancouver to Fort St. John and Dawson Creek	788.60	146.10	934.70	Standard.
Totals	.....	.....	788.60	146.10	934.70	
Street and Interurban Electric Railways						
33. B.C. Electric Railway Co. Ltd.	Vancouver	New Westminster	76.58	25.29	101.87	Standard.
Grand total	.....	.....	.....	.....	1438.73	

[5] Includes 3 miles leased.

APPENDIX C

Mileage of All Railways Operating in the Province

	Mainland		Island		Total	
	Main Line	Sidings	Main Line	Sidings	Main Line	Sidings
Under the jurisdiction of the Board of Transport Commissioners for Canada—						
Canadian Pacific Railway	1,803.05	569.71	200.24	52.60	2,003.29	622.31
Canadian National Railways	1,342.14	408.26	89.17	24.14	1,431.31	432.40
Great Northern Railway	123.20	42.23	.....	.....	123.20	42.23
B.C. Electric Railway	26.25	26.62	.....	.....	26.25	26.62
Totals	3,294.64	1,046.82	289.41	76.74	3,584.05	1,123.56
Under the jurisdiction of the Provincial Government—						
Pacific Great Eastern Railway	788.60	146.10	.....	.....	788.60	146.10
B.C. Electric Railway	76.58	25.29	.....	.....	76.58	25.29
Industrial railways—						
Standard gauge	15.51	24.15	234.51	43.83	250.02	67.98
Narrow gauge	41.15	33.01	8.25	1.75	49.40	34.76
Totals	921.84	228.55	242.76	45.58	1,164.60	274.13
Grand totals	4,216.48	1,275.37	532.17	122.32	4,748.65	1,397.69

Total mileage of all railways in British Columbia in 1957	5,786.33
Total mileage of all railways in British Columbia in 1958	6,146.64
Increase in railway mileage during 1958	360.31

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