



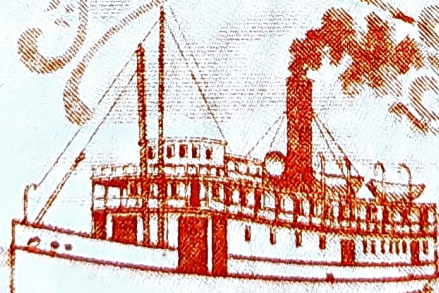
TRACKSIDE



ESQUIMALT



AND NANAIMO
RAILWAY



COMPANY.



Canada's passenger rail network



Don MacLachlan

Don was born in Victoria, B.C. in 1923. He's the son of A.O.F. MacLachlan, an engineer on the E & N, hired in 1910.

In 1941, Don started on the E & N as a fireman but from 1942 to 1945 he served in the army, spending some time overseas. On his return he went back to work on the railway as a fireman, then engineer, working freight trains, switch engines and log trains.

The last 14 years of his career were spent running the Dayliner. While on the Dayliner he got the idea of printing "Trackside" as he was being asked many questions by the passengers, who also wanted some memento of their trip. This led to thousands going out all over the world. He also put guest books on the train for comments. Ten books have been filled now with names from all over the world, including Princess Alexandra, a cousin of Queen Elizabeth.

In 1983, Don retired off the Dayliner after 42 years of service. But he didn't really retire. There were so many requests for "Trackside" it was necessary for him to keep printing them and stocking the coaches periodically.

His brother Al also worked the Dayliner as engineer, retiring in 1986.

A Brief History of the E & N

by Don MacLachlan

The Esquimalt and Nanaimo Railway is celebrating its centennial in 1986. One hundred years ago on August 13, 1886 the last spike was driven at Cliffside, mile 25, by Sir John A. Macdonald, Prime Minister of Canada. When British Columbia entered Confederation it was understood the western terminus of the Canadian Pacific, which was in the preliminary course of location and construction, would be in Victoria. The railway would run up the Island and cross at Seymour Narrows to the mainland. This plan was dropped when the Canadian Pacific took the route into Vancouver with plans to terminate there. Strong repercussions followed on Vancouver Island. Many Victorians agitated to secede from Confederation and join the United States. To appease the Islanders, the construction of an Island railway was promised.

Robert Dunsmuir, the leading industrialist on the Island, with some financial help from Colis P. Huntington, Richard Crocker and Leland Stanford, American railroad financiers, were given the charter to build the line. In return they were given \$750,000 and a huge land grant.

From 1886 to 1888, Russell's, in Victoria West, served as the Victoria station.

To bring the line into the city a bridge was built across the harbour and in 1888 service commenced out of downtown Victoria.

In 1900, the E & N gave a big boost to the island economy with the start of a rail freight-car barge service between Ladysmith and Vancouver. The E & N was now linked to the North American railway system. Thousands of cars of forest products would move off the island as a result of this new service.

In 1905, Canadian Pacific purchased the E & N. This was another stimulus to the island as the CPR extended the railway to Courtenay, Port Alberni and Cowichan Lake.

In 1949, the E & N became the first completely-diesel railway in Canada. Thirteen Baldwin 1000 HP diesels replaced 20 steam engines. Conventional passenger trains were replaced in 1955 by a diesel Budd car known as the Dayliner.

New yard and large barge ship facilities were established on the waterfront of Nanaimo in 1955. The new Wellcox yard allowed the Ladysmith and Nanoose Bay barge ships to be phased out.

With the formation of VIA in 1977, all intercity passenger trains of the Canadian Pacific and Canadian National were taken over and operated by this new federally-operated Crown corporation. The E & N Dayliner under VIA has seen traffic increased to such an extent that a second Dayliner is needed to help carry the heavy summer tourist trade.

Vancouver Islanders have been accused of having a "love affair" with the railway as every time the service has been in danger of being reduced or pulled off, they've rallied round to fight the move.



The whole town turned out on March 28, 1888 for the arrival of the first train into downtown Victoria. For the first two years, the Esquimalt and Nanaimo Railway operated out the station at Russell's in Victoria West. At the request of the city council, a bridge was built to bring the train into town.

Almost one hundred years later, a new station was built, again in downtown Victoria. For some 13 years before that, the E&N ran out of the original Russell's location. The tiny Victorian-style station was officially opened November 8, 1985.

Welcome Aboard the Esquimalt and Nanaimo Dayliner

Operated by VIA Rail Canada

The Esquimalt and Nanaimo Railway passenger service began in 1886 from a station known as Russell's in Victoria West about a mile from the present Victoria station. In 1888, a swing bridge was built over the harbour and the railway was brought into downtown Victoria. A station was established at the same location as we are leaving from today. In 1972, in order to accommodate street construction at the approach to Johnson Street Bridge, the city had the station moved out to Russell's — its original 1886 location. In November 1985 the station, at the city's request, was moved back to its 1888 downtown location. VIA built the station and the city built the parking lot.

The Dayliner, or Budd Car as it is sometimes called, was built in 1954 and is an excellent machine for this type of service. It is air conditioned, has fast pickup and a disc braking system. Its speed capability is 90 miles per hour but grades and curves on the Esquimalt and Nanaimo necessitate a more sedate 45 to 50 miles per hour. Each car is driven by two General Motors diesel engines and all engines are controlled from the lead car.

For those who would like to know what the whistle signals mean: every railroad crossing is preceded by two long, a short, and a long blast. One mile from a station, a long blast is given. To stop at the next station three short toots are given. Two short toots mean we are not stopping (probably the engineer waving to a trackside girlfriend). One toot is to scare deer off the right-of-way and a series of short toots are to warn people or cows on the track.

The numbers printed on the white boards on telephone poles indicate the number of miles from Victoria. If a couple of explosions are heard and blue smoke curls up around the windows, it is not an enemy attack, but rather a warning to the engineer to be on the lookout for a flagman ahead (usually a maintenance-of-way crew).

As we pull out of Victoria, we cross Johnson Street Bridge (the blue bridge) built in 1924 to replace the original swing bridge. To the left we can see the inner harbour, Empress Hotel and the legislative buildings. To the right the upper harbour extends up the Gorge Waterway. We will skirt the upper reaches at **Mile 4**. Crossing the bridge, we run through the Songhees development. The land on either side is to be developed into a mix of hotels and housing with a linear park and walkway around the harbour waterfront. To the left can be seen the outer harbour and the Olympic mountains. Swinging by the E & N roundhouse and shops on the right, we pass by a small block building which served as the Victoria station from 1972 to 1985. This also was the site of the first station in 1886, known as Russell's.

For the next mile we run through the original part of the city which is known as Victoria West or "Vic West". It was, at one time, the working district of Victoria. In

the early days, most of the Esquimalt and Nanaimo employees lived in the area near the large shops and roundhouse maintained by the railway. There was also a brewery and a biscuit factory located nearby. Today "Vic West" is a mixture of older homes, warehouses and townhouse or apartment buildings.

About two miles out, we run past rows of houses which were erected during the last war to house shipyard workers. Next we cross Admirals Road. On the left is the Esquimalt Naval Base which is known as Naden. It was here, in 1884, that the first spike was driven to begin construction of the Esquimalt and Nanaimo Railway. Also on the left is Esquimalt Drydock with huge crane towering over the harbour. Across the harbour is Yarrows Shipyard and berths for Canadian Naval ships. The dry dock is one of the largest on the west coast of North America and many large container ships and other vessels that cannot be accommodated elsewhere are brought here for refit. The liner "Queen Elizabeth" was refitted to carry troops here during the Second World War. The "Pacific Princess" of TV fame is usually a yearly visitor to the dry dock.

Passing the dry dock, on the left we next see the Songhees Indian Reserve, with a native longhouse painted with Indian symbols. The longhouse is a centre for community activities for the native people.

At **Mile 4** we pass a plywood plant and cross a narrow neck of land which connects Victoria West and Esquimalt with the main part of the Island. On the right is Portage Inlet which runs down to the upper part of Victoria's Inner Harbour. On the left, at **Mile 4.5**, is "Fort Victoria", a motel and trailer campground constructed in the guise of an old fort. We now cross another railroad, the Canadian National Railway, which has abandoned this portion of its line but maintains a terminal service in the city and a line from the harbour at Cowichan Bay to the Town of Youbou in the upper Cowichan Valley. The British Columbia government has purchased the abandoned right-of-way.

We enter the fast-growing Langford area at **Mile 7.9**, and at **Mile 9** we swing past Langford Lake, and into the Goldstream area at **Mile 10**. This was once a beautiful tree-bordered meadow and, in the early days, picnic trains ran to the area.

Crossing Humpback Road, we pass the Victoria Watershed on our left and can see the main pipe which carries fresh mountain water to the city. At this point we begin the heavy eight-mile climb to the summit of the Malahat. As we swing around the curve, we pass the campsites of Goldstream Provincial Park which nestles in the virgin timber below. A walk in the cool air beneath these giant trees is a popular summer pastime.

At **Mile 14** we come to a large bridge which crosses Niagara Canyon. We will slow down while crossing, for the benefit of any camera fans on board. The bridge is 260 feet high and 520 feet long and was constructed in 1886. Only two bridges of this type were built — in New York and this one for the Canadian Pacific Railway. It was originally located on the CPR mainline at Cisco, near Lytton, B.C. In 1912, it was moved to this site to replace a wooden trestle. Strengthened in 1920, it can support the weight of four heavy diesel locomotives. A few hundred yards down the Canyon, just out of view, Niagara Creek drops into a narrow gorge in a spectacular waterfall.

At **Mile 14.9**, we cross Arbutus Canyon on a curved bridge which is 426 feet long and 220 feet high. Once again we will slow for the camera fans. On our right, across the inlet, is Mount Baker, Washington.

In 1884, a crew of 1,000 track workers were employed to construct the Esquimalt and Nanaimo Railway. Many of them were Chinese who had worked on the construction of the Canadian Pacific mainline. The monthly payroll was in excess of \$30,000. Some of the original hand-placed rockwork from this era can still be seen along the grade.

Every railway has to have at least one tunnel and we are now approaching the only one on the Esquimalt and Nanaimo at **Mile 15.6**. It is also the longest tunnel on Vancouver Island, with a length of 145 feet. As we come out of this tunnel, on the right, an excellent view may be had of the Island Highway and Saanich Inlet below. After passing through Tunnel Hill, we continue to climb to the Malahat Summit at **Mile 20**. Here the elevation is about 1,000 feet. From the Summit, we start to drop down to Shawnigan Lake which can first be seen at **Mile 23**. Soon we are close to the lakeshore itself.

At **Mile 25** we reach Cliffside station, where a rock cairn on the right and a wooden sign on the left mark the point at which Sir John A. Macdonald, on August 13, 1886, drove the last spike to mark the completion of the Esquimalt and Nanaimo. Proceeding downgrade, we pass through a series of sharp curves which were put in to keep the gradient down. It is here that steam engines would sometimes stall, especially if the train was heavy and the rails wet and slippery. In those days the train would then be cut in half and "doubled" to the top of Malahat summit in two cuts.

At **Mile 26.2**, on our left, beside the lake you will see Strathcona Lodge School. The trail will now curve along Shawnigan Lake for another mile. The Shawnigan Lake Hotel can be seen across the water directly opposite us. This lake has long been a favourite spot for recreationalists escaping the bustle of the larger centres. Nearby is the Shawnigan Lake Boys School where the students participate in sailing and rowing in four-oared shells. Water skiing is also popular and the local water ski club has its own trailer site and facilities adjoining the track.

We pass the end of Shawnigan Lake at **Mile 28** and continue to the small community of Cobble Hill at **Mile 31**. As the line continues to descend, we come into the Hillbank area, between **Miles 33 and 35**, which is best known for its fine dairy farms. Deer can often be seen on the right between **Miles 33 and 34**.

We next reach Cowichan station where a beautiful little country church stands on our left. Following a further series of curves, we come into Quarry Curve where the remains of an old quarry can be seen at **Mile 36.8**. On the left is the Koksilah River which often rises quite suddenly during periods of heavy rainfall. At times it has actually risen over the railway grade in the vicinity of the farming area ahead.

We are getting close to Duncan now and will cross a steel bridge and swing closer to the Island Highway before passing under a railway trestle which carries the Canadian National line from Youbou on Cowichan Lake. Coming into Duncan, we cross the Cowichan River, which is famous for its trout and steelhead fishing. In the early days, the Cowichan River bridge once washed out and passengers were taken

from the train and paddled across the floodwaters in dugout canoes by members of the Cowichan Indian Band. It would be interesting to gauge the reaction of the passengers of today if the conductor were to announce, "Everybody out and into the canoes."

We now arrive in Duncan at **Mile 39.7**. The railway once maintained a round-house here and ran up to seven trains a day from Cowichan Lake to the mill at Chemainus or to Crofton on Osborne Bay for booming. There were once five tracks across the Duncan yard to handle all traffic and now only one track is used. That is why the train no longer runs along the station platform.

On leaving Duncan, on our right, we soon see flats which are usually flooded in the winter season in an annual inundation from Somenos Lake. This is an excellent feeding area for the ducks, Canada geese and swans which can be seen in large numbers.

The Cowichan Forest Museum is located on the shore of this same lake, just off the Island highway, north of Duncan. If you look closely you may catch a glimpse of it. This museum is the home of the last operational steam locomotives on Vancouver Island. In addition, it has several other logging locomotives on static display as well as numerous exhibits depicting the history of the lumber industry on Vancouver Island.

Soon we reach Hayward Junction at **Mile 41.6**. This was the junction of the Esquimalt and Nanaimo mainline and the Cowichan Lake branch. This branch was built in 1913 and once boasted a passenger train from the lake to Duncan tri-weekly from 1913 to 1926. Logs were hauled from the lake to Crofton, Chemainus and Ladysmith from 1913 right up to 1980. In 1984, it was officially abandoned and the rails torn up and ties removed.

From Hayward we proceed through farms and rolling country, with Mount Prevost on our left. At **Mile 44** we slow as we pass along the edge of a swamp. Here the track tends to sink during periods of heavy rainfall and, over the years, many loads of gravel have been dumped here in order to level up the grade.

Now, on the left, we see Mount Sicker which was the scene of a great copper mining boom back at the turn of the century. It boasted its own townsite complete with residences, a hotel and a schoolhouse. The Lenora and Mount Sicker Railway ran from the top of the mountain down through the valley and then crossed over Mount Richards on our right and over to a smelter at Crofton. Further details on Mount Sicker and the railway may be found in the book "Shays on the Switchbacks", by David Wilkie and Elwood White of British Columbia Railway Historical Association.

We are now in the Westholme Valley. Much of this area also floods in the winter months, becoming a sanctuary for numerous species of waterfowl. After another mile, we pass Osborne Bay junction at **Mile 47.7**. The trackage on our right leads off to the huge pulp mill at Crofton. In former times it was the site of extensive log-booming grounds and wharves where lumber was loaded into ships for export. As we cross the Chemainus River at **Mile 47.9**, eagles may be seen on the right. During January and February many eagles will gather here to fish in the river. Sometimes, as many as fifteen eagles may be seen in a single tree.

The next community we enter is Chemainus between Miles 50 and 51, until recently, the location of British Columbia's largest sawmill. It was demolished and a modern but small mill has gone up in its place. You will notice on the right a logging "locie", a log car and caboose. A network of logging railways which ran back into the mountains for a distance of 40 miles supplied the mill. The last steam engine was retired in 1969.

Chemainus is unique in that the buildings in the townsite have huge murals painted on them depicting the history of the town. A glimpse of these murals can be seen as we pass. An ex-CPR caboose, now a tourist information centre, sits by the track.

Leaving Chemainus, the former Island Highway is on our right. At Mile 55 on the left, pretty well obscured by bush, is a steam-powered sawmill and plant railway with a small Class A Climax Locomotive, all built by Elmer Blackstaff as a hobby. This location is colloquially known as "Elmerside". Since Elmer died in 1981, the steam setup has only seen occasional operation by his sons. Up on the hill, a round building houses a collection of vintage autos.

At Mile 56 we can see Ladysmith harbour on our right and, on a clear day, the Coast Range mountains on the mainland. Next to the railyard is Transfer Beach Park — a lively picnic site during the summer months. This was once the site of a railway barge ship and huge facilities for the transfer of coal from rail cars to ocean-going vessels. Ships which you might see in the harbour are loading logs for export.

Just past Transfer Park, on the left, is the Crown Zellerbach arboretum and park which contain some fine examples of logging equipment including two old steam locomotives. These grounds contain at least one of every tree which can be found growing in our local forests as well as a number of exotic trees from as far away as China. Crown Zellerbach has been bought out by Crown Forest, a New Zealand company.

On the right can be seen the shops of Crown Forest Logging Railway which operated two diesel locomotives to haul logs out of the woods. One locomotive is an ex-CP loco, the other an ex-Delaware and Hudson.

Crown Forest has now shut down this operation. They expect to resume operation in a few years when the available timber is more mature and hopefully economic conditions improve for the lumber market. A movement is afoot in the Ladysmith area to try and establish a steam-powered passenger train on the line for tourists.

Leaving Ladysmith, we cross over the 49th parallel which forms the main boundary between Canada and the United States. About a mile out of Ladysmith we come to the "Diamond" where the Esquimalt and Nanaimo crosses over the Crown Forest railway. It runs about 23 miles from Ladysmith up into the Nanaimo Lakes area. After another mile you will notice this line on our left once again. After we leave the logging railway we proceed onto a straight stretch. The Cassidy airport can be seen on our right. During the summer months a gliding school is operated here for the Royal Canadian Air Cadets. Sometimes, up to four gliders can be seen overhead.

Crossing a small bridge, you will notice on the left, large heaps of coal waste or slag. This is the last vestige of the coal mining town of Cassidy which was once the most modern coal mining centre on the coast. It was built by the Granby Consoli-

dated Mining, Smelting and Power Company to provide coking coal for its copper smelter at Anyox, on the northwest coast of British Columbia.

At **Mile 65.1**, we cross the Nanaimo River Bridge with its beautiful view, on the left, of the river gorge. On the right is another fine view of the Coast Range mountains across the Georgia Strait. The column of rising smoke and steam which is often visible comes from the pulp mill complex at Harmac.

At **Mile 66.1**, a spur diverges from the mainline to a large gravel pit which supplies material for ballast on the railway. It was once the junction with the line which ran down to the mines at the town of Extension. Like Cassidy, it is only a shadow of its former self. We are now in South Wellington and some of the old miners' houses can be seen on the right. On the left are more slag heaps which mark the location of the former mine pitheads. In the next two miles, we run through an area which is virtually undermined with old shafts and tunnels, many of which actually cross under the railway.

At Stockett junction, **Mile 70**, the line diverges at two points, a mile apart, to Wellcox yard on the Nanaimo waterfront. This is the main division point for the railway. Now we climb the grade into Nanaimo and slow to 20 miles per hour over the many road crossings. Nanaimo station is reached at **Mile 72**. Here we met by a coffee wagon with sandwiches and other goodies.

After leaving the Terminal City, we face a stiff five-mile climb to Wellington. On the right are the shopping centre and golf course; on the left is the Nanaimo Industrial Park. We reach the summit of the grade at **Mile 77.3**. This is the Wellington area with Diver Lake on the left and Mount Benson in the background. On the right is Long Lake, which is known for its trout fishing and is also a favourite spot for geese and ducks.

Wellington was once the northern division point with a roundhouse, shops and wye for turning the locomotives. The roundhouse was finally torn down a year or two ago and few signs remain to mark the location of what was once a busy terminal. Wellington has been replaced by the yard at Wellcox on the Nanaimo waterfront.

We now begin a seven-mile descent and, after a mile, Brannen Lake may be seen on the left. This place is called Pleasant Valley. Next, we enter a long cut which presented considerable difficulty for the railway during construction days. We emerge from the cut at Green Lake where there is a favourite swimming hole under the railway bridge. We finally reach the bottom of the grade at Jayem which is **Mile 84.4**. Nanoose Bay is on the right.

This was once a transfer point where rail cars were loaded on and off rail barges from the mainland. The pilings which mark the remains of the wharf can still be seen. Nanoose Bay is renowned for its clams and oysters and, in season, the bay is filled with fish boats harvesting the herring whose roe brings high prices on the Japanese market. There are also eagles. On the far side of the bay is a joint Canadian-American naval base where underwater weapons are tested.

Curving around the western end of the bay, we begin to the easy climb to Parksville. At **Mile 93** we cross the bridge over the Englishman River, with a new highway bridge on our left. At **Mile 95.2**, we come into Parksville. On the left is one of the few

remaining tanks which were used in the days of steam locomotives. This particular tank is still used to fill fire cars. The Island, with its heavy forests, presents a serious fire hazard during periods of prolonged dry weather. During the summer these fire cars are spotted at strategic locations along the line

Parksville is the junction point with the Alberni line. The mills at Port Alberni are heavy shippers of pulp, paper, plywood and other wood products. The Alberni branch had passenger service until 1957. In those days, a train from Alberni would connect with the Victoria train on its northbound and southbound runs and would exchange passengers as well as baggage and express cars.

Leaving Parksville, we cross the Island Highway and proceed along the east coast of the island towards Courtenay. Two miles out, at **Mile 97.2**, we pass through a farm where on a clear day an excellent view may be had of Mount Arrowsmith, altitude 5,962 feet.

At **Mile 98.6**, we will cross the French Creek trestle which is the longest bridge on the line with a length of 1,045 feet. It was rebuilt in 1977 at a cost of \$1 million. Between **Miles 100 and 101**, we pass through Arrowsmith farms with another excellent view of the mountain on the left. The village of Qualicum is next. It is primarily a resort area and is well known for its fine sandy beaches. The beach is only about a 12-minute walk from the railway station.

The station area has been beautified with hanging baskets, lawn and flower beds by the local residents. A former MacMillan Bloedel logging locomotive 1066 A 2-8-2-T is on display just south of the station, to the right.

At **Mile 103.7**, we cross the Little Qualicum River. It is one of the most famous fishing rivers on the Island. Dunsmuir station is reached at **Mile 110**. It is named for Robert Dunsmuir who was the great "Coal Baron" of Vancouver Island and the builder of Craigdarroch and Dunsmuir Castles in Victoria. At **Mile 110.7**, we cross Big Qualicum River and the government salmon fish hatchery.

At **Mile 121**, we pass Mud Bay siding. In another mile, you will be able to see an eagle's nest in a high tree on the left side of the right-of-way. We reach Fanny Bay at **Mile 125** (we are not sure who or "whose" it was named for). There is an oyster farm here and large mounds of discarded shells may be seen in abundance. Denman Island lies a short distance across the water. Next we cross the Stable River Bridge at **Mile 125.5**.

At **Mile 129**, as we approach Union Bay, there is an excellent view of the Coast Range Mountains. Union Bay was the site of a large coal loading dock which, for many years, shipped coal to locations as far away as California and Australia. Canadian Collieries (Dunsmuir) Limited has its own railway which carried the black diamonds here from the Cumberland and Bevan Mines.

The next bridge is at **Mile 135.1** where we cross the Trent River. There is a fine view of Comox on the far side of the Bay. Comox is the site of a large air base which was built during World War II.

At **Mile 137.3**, we pass a pole yard spur on the left and begin the final two miles into Courtenay. It is straight track ahead to the station. At **Mile 139.7** we reach the end of the line with the beautiful Forbidden Plateau rising on our left.

It has been a pleasant, restful trip and we hope you have enjoyed it and our brief introduction to the scenic beauty of Vancouver Island.



What the station names mean

- ESQUIMALT.** Indian — “Is-Whoy Malth” — a place gradually shoalling.
- LANGFORD** After Captain Edward Langford J.P. — an early settler (1851-61) who managed farming operations for the Hudson’s Bay Company.
- MALAHAT** Formerly Summit — changed in 1911 to the Indian word meaning “plenty bait” — referring to the sea waters at the foot of the mountain.
- SHAWNIGAN** Indian derivation — commemorating “great battle between tribes”, originally call Koenig — changed in 1916.
- COBBLE HILL** Name derived from adjacent gravel hills.
- COWICHAN** Indian derivation “mountain with back to the sun”.
- KOKSILAH** Indian meaning “corral”.
- DUNCAN** Originally called “Alderlea”. Next to the railway, a farm owned by William Chalmers Duncan was called Alderlea and east of the track was a forest of alder and maple. Named Duncan when station was built in 1887.
- CHEMAINUS** Indian name — “Tsa-Mee-Nis”.
- LADYSMITH** Founded in 1900 by James Dunsmuir, President of the E & N Railway, in connection with his coal-mining operations there and in commemoration of the South African besieged city of Ladysmith.
- CASSIDY** After the early settler and policeman, George Cassidy.
- NANAIMO** Derived from the Indian word “She-Ny-Mo”, meaning the whole or big strong tribe — founded following coal discovery.
- WELLINGTON** After the Duke of Wellington.
- PARKSVILLE** Formerly, “McBride’s Junction”, after the Premier of B.C. — Sir Richard McBride. Changed in 1914 and named after Franke Parks, an early resident.
- QUALICUM** Indian — “Where the dog salmon run”.
- DUNSMUIR** After the founder of the railway.
- UNION BAY** Prior to 1910 — United Colliery Co. — later called Canadian Collieries (Dunsmuir) Limited, so named for the Union Bay account shipping point for Union Mines.
- COURTENAY** After George William Courtenay of the H.M.S. Constance, stationed on the coast 1846-1849.

Questions most asked

- 1. What are the trees with the red bark?*
Arbutus trees. They shed their bark every year instead of their leaves.
- 2. What are the trees with the white flowers?*
Dogwood trees. They are the floral emblem of British Columbia.
- 3. Which one is the engineer?*
The good-looking one!!
- 4. What are the two black dots on the white sign for?*
They warn the operator of a snow plough train to lift the blade because of an obstruction between the rails, such as a road crossing, bridge, etc. We do not operate snow trains very often as the weatherman, at the request of the tourist bureau, has arranged for it not to snow very often.
- 5. How far is it from Parksville village to the beach area?*
One and one-tenth miles. A taxi service is available.
- 6. Can I order a taxi at my destination?*
Yes. Ask the conductor and he will radio ahead to have the taxi meet the train.
- 7. Where are the rest rooms?*
At both ends of the car.
- 8. Do you run any freight trains?*
Yes, sometimes we meet one but they normally keep clear of our schedule.
- 9. Do you turn the train around at Courtenay?*
No, the engineer just changes ends.
- 10. How long does it take to walk to the beach at Qualicum?*
It takes from 12 to 15 minutes.
- 11. Where can I get coffee?*
There is a coin machine at the Nanaimo Station which dispenses food and beverages; also, a catering truck meets the train daily.
- 12. What wildlife do you see?*
Deer all year round; bears in April, May and June; eagles all year — a heavier concentration in November, December, January, February around the rivers. Salmon spawning in October, November and December in most rivers and creeks. Pheasants, ducks, grouse and swans. Cougars are about, but very rarely seen.



ESQUIMALT & NANAIMO RAILWAY
1940