

Great Northern Railway

Vancouver to Hope

Vancouver, Victoria & Eastern Railway

1916

Construction:
 New Westminster Southern Railway Co. 1890 Boundary to old Brownsville*
 Victoria Terminal Railway & Ferry Co. 1903 Port Guichon to Cloverdale
 Vancouver, Westminster & Yukon Railway Co. 1904 New Westminster** to Vancouver
 Vancouver, Victoria & Eastern Railway & Navigation Co. 1908 Cloverdale to Sumas
 1909 Blaine*** (Oliver Jct.) to Fraser River Jct.
 1909 Burrard Inlet line to GNR pier
 1912 Abbotsford to Kilgard
 1913 Kilgard to Sumas River
 1916 Hope (0.17 miles)
 1916 Sumas River (Bridge 176) to Cannon
 *to South Westminster built 1892 **5 miles built 1903
 ***American trackage not part of subsidiary

The VTR&E and VW&Y were amalgamated into the VV&E in 1907 and 1908 respectively. In 1916 the eastern end of Vancouver's False Creek was being filled (began in 1911) and new terminal facilities for the GNR and CNoR were under construction. The CNoR had running rights from New Westminster to Vancouver, sharing the GNR station on Pender Street. The CPR's Coquihalla line opened in July 1916; GN's line was ready for traffic two months later.



The New Westminster Southern Railway and the Victoria & Sidney Railway (built in 1894 and acquired by the GN in 1902) were never officially part of the VV&E.

Abandonment:

- 1916 Fraser River Jct. to Port Kells Jct. (to CNoR)
- 1918 Blaine to Hazelmere
- 1919 Hazelmere to Port Kells
- 1919 Victoria to Sidney (on Vancouver Island)
- 1920 Cannon to Sumas River (Bridge 176)
- 1924 Kilgard to Sumas River (Bridge 176)
- 1929 Abbotsford to Kilgard (to Clayburn Brick Co.)
- 1929 Cloverdale to Sumas
- 1931 Cloverdale to Colebrook
- 1935 Colebrook to Ladner (Guichon)

- VV&E miles from Vancouver
- New Westminster 14
 - Colebrook 25
 - Cloverdale 31
 - Abbotsford 57
 - Cannon 72
 - Hope 108
 - Brookmere 161
 - Princeton 243
 - Keremeos 280
 - Oroville, Wa. 280
 - Molson, Wa. 305
 - Bridlesville 310
 - Midway 336
 - Curlew, Wa. 351
 - Grand Forks 364
 - Marcus, Wa. 406
 - Spokane, Wa. 507



GN had a turntable, roundhouse and fueling facilities at Hope; the shared station was built by the CNoR. GN also had a small section of trackage linking the CNoR with the KVR.

GN had running rights on the Kettle Valley Railway's Coquihalla Sub to Brookmere until 1944. No scheduled GN trains ever used the line although time tables were published.

GN had running rights on the Port Mann (Yale) Sub of the CNoR from Cannon (Sumas Landing) to Hope until 1944. GN used the line less than three years, running a scheduled mixed freight from Abbotsford to Hope until 1919. GN also had running rights on the CNoR from Fraser River Jct. to Port Kells Jct.

- Great Northern Railway
- Canadian Pacific Railway
- CPR* leased to BCER
- Kettle Valley Railway (CPR)
- Canadian Northern Pacific Railway
- Pacific Great Eastern Railway**
- British Columbia Electric Railway**
- Bellingham & Northern Railway (CM&StP)
- Northern Pacific Railway

*mostly Vancouver & Lulu Island Railway **not all lines shown



revised July 18, 2004
by Neil Roughley

The Northern Pacific Railway had running rights on the VV&E from Sumas to Vancouver.