



PRESIDENT'S MESSAGE {SEPTEMBER 2013}

Welcome back to the fall season of the Langley Heritage Society. I hope that everyone enjoyed the fine summer that we had in our part of the world.

Our climate, fortunately, supports a varied agricultural industry, but a majority of our local council seems to support removing land from the ALR. The latest attack on our farmland involves a parcel of the historic Hudson Bay farm near Trinity Western University. Regardless of the spin they try to put on this proposal, another excellent piece of land will be lost to houses and roads. Removal of this land from the ALR is an example of poor planning, which is also being challenged by Metro Vancouver.

Several recent polls show that 95 percent of British Columbians support the ALR, so why does our council back these developers and their requests for changes to guidelines and zoning?

Fred Pepin
LHS President

FUTURE SPEAKERS

If you know of a local speaker with a heritage topic that you are interested in hearing at one of our Langley Heritage Society members' meetings, please let Sandra know at littlebutterfly_40@hotmail.com.

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WANT TO KNOW MORE?

Langley Heritage Society
is online! Go to
www.langleyheritage.ca
for society news,
membership information,
photographs, project
updates, our blog and more.

NEW LIFE FOR THE OLD INTERURBAN {BY TED LIGHTFOOT}

When I saw the old train station languishing under a tree with gaping holes in the roof and floor, I realized that there was a small window of opportunity to rescue it from utter ruin. Fred agreed to load it onto his flatbed trailer and drive it to my place where we would salvage whatever we could and try to bring it back to its former condition.



We set it up on blocks and the first order of business was to rip out and replace the floor. Power washing blew off pounds of dirt, lichen, moss and leaves, and at this point we could see that except for the roof and rafters, the little station had withstood its ordeal in the forest rather well. The unique galvanized ridge caps were almost all there (and Fred had a box of spares), so once these were cleaned and painted, they could be put back on. At some stage, the three-sided station had had a wall added, apparently to provide temporary accommodation, so we left that in place; we repaired the door that was dangling in pieces from its hinges and refurnished the window.

Most of the exterior siding was in fairly good condition so once a few boards



were replaced, it was time to paint. We matched the authentic railway colours as best we could and once finished, the station was lifted one last time to its (hopefully temporary) resting place at the back of the Lightfoot property. It would be great to see it find a home as part of the revitalization of the old Interurban, but at least for now it has had a new lease on life and should outlast us all!

Photos below and to the left courtesy of Ted Lightfoot.



OLD BC ELECTRIC RAILWAY DAYS {BY GEORGE & AUDREY PIHAN}

B.C. Interurban trains were a lifeline for families in the Fraser Valley, especially in outlying areas such as Country Line where George grew up. There were approximately 60 stations, or whistle stops, between Vancouver and Chilliwack, the eastern terminal. Farmers shipped milk, meat and produce, and many attended the farmers' market in New Westminster. When the train arrived, there was always time for a bit of gossip at the General Store and to pick up the mail.

Sometime in the thirties, because of drought conditions, there was a shortage of water at Ruskin, which supplied generators for the electricity to run the trains. Thus, steam locomotives were used to haul freight and gas-powered Budd cars accommodated the passengers. Over the years there were some very harsh winters with plenty of snow and cold temperatures. One incident involved a severe ice storm in the Abbotsford-Chilliwack area; the weight of the ice brought the wires down, halting service and creating a real hardship for many.

Many a courtship relied on the B.C. Electric Railway too! One involved a young Country Line neighbour, George McRae, and his girlfriend, Penny McKinnon, of Mt. Lehman. Peggy would come by train for a Saturday night dance at the Country Line Hall and when it was over, the couple would board the "Owl" train to take Peggy home. The "Owl" only went as far as Mt. Lehman station before heading back to Vancouver. Those trainmen were very lenient though, allowing plenty of time for a good-night kiss.

HANDS ON HERITAGE UPDATE

We have received 766 hand prints to date; furthermore, local residents, B.C. visitors and international tourists have donated \$400.75 thus far. Now that people can clearly see the mass and height of the proposed building, even many of those initially in favour of it now support keeping the By-Laws in place to protect our charming Village of Fort Langley. Thirty people showed up to the last Township Council meeting with yellow hands on display to support our Heritage conservation area; council needs a mandate to change the OCP. The next Township Council meeting is Monday, September 23 @ 7:00pm. Please show up.



HERITAGE BUILDING INCENTIVE

The Heritage Building Incentive Program is designed to assist with the costs of restoring, repairing and maintaining eligible heritage buildings within the Township of Langley. Grants are available to property owners of heritage buildings included in the Township's Inventory of Heritage Resources. The next deadline for the grant program is Friday, October 11, 2013 at 4:30pm. For an application, visit the Township of Langley website at tol.ca/hbip.

Elaine Horricks, Heritage Planner
604.534.3211, Local 2998

“LOOKING AT LANGLEY HISTORY: THE FISHING WORLD 100 YEARS AGO” {BY MAUREEN PEPIN}

Hilary Rufini, librarian at the BC Farm Museum, has passed along an interesting little book published in 1919 called “Rod and Reel” by ex-game warden Bryan Williams. Topics range from the habits of salmon, hints on fly fishing, types of flies, fishing along the many rivers of BC, hints for tourists, and what stations to get off at along the BC Electric. Chapter 17 describes fishing on the Serpentine, the Nicomekel (sic) and the Salmon River in Langley.

He says that the Serpentine and Nicomekel are slow-running, muddy-looking creeks, affected by the tide. Good baskets of trout as well as Coho salmon can be taken out. Trout are available year-round but the best months are late August, September, October and early November. To fish these streams you must study the tides. As long as the tide is on the flood, the flood gates, built near the mouth, stay closed and the water inside begins to fill up the creek. For an hour or so at the last part of the flood, and a half hour at the first of the ebb, is the time to catch fish, particularly in the early morning or late evening. When the tide is running out strong, you are seldom likely to do more than catch an odd fish.

Methods of fishing include using bait, but you will meet with much more success if you use a fly or a small spinner. Cast the spinner like a fly; a single Tacoma, No. 1 ½, with a worm on the hook, will take as well as any. Flies to use are March Brown, Coachman, Teal and Red, Grouse and Claret. Don't pay attention to deep, still pools but look for water where there are snags. You may lose more tackle and possibly a fish or two, but you will do better in the end.

The Salmon River can barely be called a river, he says, but it sometimes furnishes some splendid cut-throats and rainbows. The best time to fish is a day or two after heavy rains as good freshets invariably bring up a nice run of fish. In summer months, the water level is generally too low.

Stops on the BC Electric that he recommends are McLennan for the Serpentine; Meridian, Anderson, or Hunter for the Nikomekel; and Jardine or Harmsworth for the Salmon River. The Salmon River Hotel, a popular stopping place for fishermen, still exists on 232nd near the freeway though no longer in use. There is a description of the building on p. 79 of “Langley's Heritage”. Fishing, anyone?

“DOWN BY THE STATION” {BY BAYS BLACKHALL}

Monday, Sept 2, saw the last day of the FLAG display in our baggage room. The weather was lovely and the artists “paint in” drew many people. Working artists were situated around the platform and the garden, which created a special atmosphere for visitors. Each artist worked on samples of their art so that people could watch “work in progress.”

To celebrate FLAG’s 20th anniversary there will be a special reception and a 5 week show at the Langley Centennial Museum from September 19th until November 3rd. This show will be titled “Passages and Reflections” and will feature present and founding members of FLAG.

The Langley Heritage Society and the Railroad committee are proud to have welcomed this talented group of artists into our baggage room for 20 years and we congratulate them on their contribution to the world of culture.

The CN site is now open on weekends only until Thanksgiving weekend. As you know, our special attendant, Irupe Muniz, has to leave us as she is moving back to Peru. We are most appreciative of her efficient running of the program and wish her the best of luck.

Another long time station tenant is leaving; our excellent caretaker/tenant Linda LeClerc has to move to Winnipeg to be with her family. She will be sorely missed as she has capably handled all the situations this particular site has to contend with as a “public destination.” We wish Linda good luck and look forward to hearing from her.

Fortunately a friend, Diane Colombe, will take over. She is a dedicated gardener and will supervise Mrs. Simpson’s and Linda’s gardens.

Interesting heritage notes about RR tracks: Did you know that most railroad tracks in the world are 4ft.8inches between the rails? This has been the universal size since Roman times in England when rutted roads created by the Roman chariots were formed from the wheels behind the rears of the great Roman horses. The roads were routes from town to town so it was expedient to follow them with rails for the newly invented trains. Evidently one of the exceptions include the 3 gauge lines used for transporting ore and coal up out of the mines. (Information confirmed by railroad aficionados.)





**LANGLEY HERITAGE
SOCIETY 2013-2014
SPEAKER SCHEDULE**

Members' meetings occur on the fourth Tuesday of each month at 7:30pm at historic Milner Chapel, located at 6716 - 216th Street. Stay for social time, coffee & refreshments after.

September 24, 2013
Glennis Zilm
Nursing in Early B.C.

October 22, 2013
Larry Jacobsen
Memories of the Kootenies

November 15, 2013
Douglas Day Potluck
John Aldag
Fort Langley's Fort

January 28, 2014
John MacDonald
Kennedy Trail

February 25, 2014
Francis Mansbridge
West Vancouver Growth

March 25, 2014
John Gordon
Local Nature Photography

April 18, 2014
Annual General Meeting
Michael Kluckner

UPCOMING MEETINGS

{September 24, 2013 - Members' Meeting}
Glennis Zilm is a freelance writer, editor and writing consultant. Since 2003, she has been an honorary professor in the University of British Columbia School of Nursing. Her presentation on "Pioneer Nursing in Langley and BC," will describe the state-of-the-art of nursing in Canada in the late 1800s and early 1900s.

{November 15, 2013}
Douglas Day Potluck Dinner

SUPPORTERS & SUPPLIERS

LHS wishes to express our gratitude to our supporters who contribute to our projects. We recommend and encourage our members to support these trades people and suppliers.

Clark Drilling Services
604-534-9941

Bob McPherson (Electrician)
604-530-8715

Terry Tokiwa (Plumbing)
604-533-1983

Industrial Plastics & Paint
604-533-6677

A-1 Glass, Aldergrove
604-856-6550

Charlie Ness (Plumbing/Renovation)
604-626-2911

DJ Hockin Painting and Decorating (Dave)
604-850-8520