

# loco Townsite Historical Timeline

Researched and written by [Ralph Drew](#), Belcarra, BC, February 2021.

- 1791 — The Spanish Pilot José María Narváez explores English Bay (outer Burrard Inlet) and assigns the name 'Boca de Florida Blanca' to Burrard Inlet. Narváez also meets some aboriginals who tell him their name for the North Arm (Indian Arm) of Burrard Inlet is 'Sasamat'.
- 1792 — Captain George Vancouver explores Burrard Inlet on June 13<sup>th</sup> and names it 'Burrard's Canal' on his chart.
- 1792 — The Spanish Captains Galiano and Valdés enter Burrard Inlet on June 22<sup>nd</sup> and explore Burrard Inlet's North Arm (Indian Arm), and assign the name 'Brazo de Florida Blanca' on their chart.
- 1802 — The Spanish publish a map showing the 1792 survey by Captains Galiano and Valdés, and assign the name 'Canal de Sasamat' to Burrard Inlet and its North Arm (Indian Arm).
- 1858 — The first two groups of *Royal Engineers* leave England in September and arrive in time to take part in the declaration of the *Colony of British Columbia* at Fort Langley on November 19<sup>th</sup> with James Douglas as Governor.
- 1859 — Colonel R. C. Moody proclaims the site for the capital for the new *Colony of British Columbia* on February 14<sup>th</sup> and names it *Queenborough* (today's *New Westminster*).
- 1859 — Lieutenant G. S. Blake, R.M.A. (Royal Marine Artillery) conducts the first inland expedition between the Fraser River and Burrard Inlet in April, exploring up the Brunette River to Burnaby Lake and along a three-mile stretch of Still Creek. The expedition served to determine the most suitable overland route (the 'North Road' route) between 'Queenborough' and Burrard Inlet.
- 1859 — Her Majesty Queen Victoria changes the name of the new capital of British Columbia to *New Westminster* on May 5<sup>th</sup>.
- 1859 — The *Royal Engineers* construct a trail from *Sapperton* 'due north' to Burrard Inlet, but it isn't until mid-1861 that the "military trail" is sufficiently cleared to accommodate wagon traffic. This "military trail" later becomes the 'North Road' wagon trail, the first road constructed in the new *Colony of British Columbia*.
- 1859 — Captain George Henry Richards, RN, in command of the survey ship *H.M.S. Plumper*, surveys Burrard's Canal (Burrard Inlet) and its North Arm (Indian Arm). Captain Richards proposes the establishment of two Naval Reserves (*a.k.a.* 'Government Reserves') on Port Moody Arm: one on the north shore (95 acres) and one on the south shore (85 acres). Both reserves are formally established by Governor Douglas in 1860.
- 1860 — Governor James Douglas enacts the *Land Proclamation Act*.
- 1861 — Colonel R. C. Moody sets aside lands as "Military Reserves" for the future defence of Burrard Inlet that include a reserve at the mouth of Port Moody Arm (today known as the '*Admiralty Point Military Reserve*'), a second military reserve located on the North Shore immediately west of the Naval Reserve (today known as the loco Townsite and loco refinery lands) and third military reserve at the eastern end of Port Moody Arm located north and south of District Lot 191.
- 1863 — Originally totalling 165 REs under the command of Colonel R.C. Moody, the *Columbia Detachment* of Royal Engineers (REs) is disbanded and Colonel Moody, together with his officers and some 15 men, return to England in October, while 130 REs remain in the colony.
- 1867 — The *British North America Act* is proclaimed by England to create the *Dominion of Canada*.
- 1870 — Governor James Douglas enacts the *Land Ordinance Act*.
- 1870 — *Moody Nelson & Company* apply for a timber leases along the eastern shore of Bedwell Bay and at the eastern end of Port Moody Arm (previously reserved as a 'Military Reserve').
- 1870 — John Hall's application for a 160-acre Crown Land pre-emption (District Lot 229) at Belcarra is registered with the *Colony of British Columbia* in September.
- 1871 — The *Colony of British Columbia* joins Confederation and the *Dominion of Canada*.
- 1874 — *Hastings Saw Mill Company* apply for a timber lease located southeast of the *Moody Nelson & Company* timber lease on Bedwell Bay.
- 1874 — James Dickenson, RE, pre-empts 150 acres (DL 256) located immediately west of the Naval Reserve (*a.k.a.* 'Government Reserve'); that is, the lands known as the 'loco Townsite'.
- 1874 — Joseph Davis pre-empts 170 acres (DL 219) located immediately west of DL 256 (loco Townsite).

- 1874 — *Moody Nelson & Company* apply for a timber lease around Sasamat Lake and Buntzen Lake.
- 1875 — Christian Musselman pre-empts 76 acres (DL 225) located immediately west of DL 219.
- 1875 — John Roland Hett pre-empts 298 acres (DL 226) located immediately east of the 'Government Reserve'; that is, immediately east of April Road.
- 1875 — John Roland Hett pre-empts 153 acres (DL 228) located immediately east of DL 227.
- 1879 — The *Dominion Government of Canada* names Port Moody as the Western Terminus of the CPR in October.
- 1880 — The *Imperial Oil Company* is formed in London, Ontario.
- 1881 — The *Canadian Pacific Railway* (CPR) is incorporated on February 16<sup>th</sup>, and construction of the trans-Canada railway is officially started.
- 1881 — Charles George Major pre-empts 141 acres (DL 227) located immediately east of DL 226.
- 1882 — William Henry Burr Junior pre-empts 160 acres (DL 269) located immediately north of the 'Government Reserve' adjacent to the loco Townsite.
- 1882 — John Butler Tiffin creates the *Pioneer Lumber Company* and builds a shingle mill on the North Shore at the mouth of Mossom Creek.
- 1882 — In March, soon after it is known that Port Moody is to be the terminus of the CPR railway, (discharged) Lance Corporal John Murray, RE, and a survey party arrive at Port Moody on a scow and begin to survey the Port Moody townsite. When the survey party arrives, there is neither a trail to New Westminster nor a log cabin along the south shore of Port Moody Arm, and on the north shore there is only one logger's shack located at the 'Old Orchard'.
- 1882 — Crown Land pre-emptions in the Port Moody area are suspended due to rampant land speculation around the proposed terminus of the CPR railway.
- 1882 — The *Canadian Pacific Railway* completes construction of its half-mile long dock, freight sheds and train station located on the Port Moody harbour.
- 1883 — Joseph Dockrill settles at the Mossom Creek estuary and joins with John Butler Tiffin in the operation of the *Pioneer Lumber Company* shingle mill.
- 1883 — The first sale of lots in Port Moody is held at New Westminster on February 2<sup>nd</sup>, and by March eleven houses are built.
- 1883 — The *Imperial Oil Company* operations move to Petrolia, Ontario, after lightning strikes the London refinery.
- 1883 — *Imperial Oil Company* petroleum products sold for the first time in British Columbia.
- 1884 — John Butler Tiffin expands his shingle mill operation and adds a new saw mill.
- 1885 — William Henry Burr pre-empts 216 acres (DL 234) located immediately north of DL 256; that is, the land immediately north of the future loco Townsite.
- 1885 — The first train from the East (a construction train) arrives in Port Moody on November 8<sup>th</sup>.
- 1886 — George Byrnes and James Reid pre-empt 189 acres (DL 221) located immediately east of the *Admiralty Point Military Reserve*.
- 1886 — The first CPR trans-Canada passenger train arrives at Port Moody on July 4<sup>th</sup>.
- 1887 — James Kay Suter pre-empts 160 acres (DL 220) located immediately north of DL 225 and immediately east of DL 221.
- 1887 — On January 5<sup>th</sup>, the *Dominion Government* orders all Crown Lands at the western limit of the *Railway Belt* to be reserved from sale or settlement.
- 1893 — Twenty-three branch offices across from Halifax to Victoria give the *Imperial Oil Company* a presence across Canada.
- 1896 — The *Imperial Oil Company* establishes a distribution warehouse in Vancouver.
- 1898 — In need of expansion capital, a majority interest in the *Imperial Oil Company* sold to the *Standard Oil* group in the United States. *ExxonMobil*, a descendent of *Standard Oil*, still owns 69.6% of the shares.
- 1899 — The *Imperial Oil Company* takes over *Standard Oil's* Canadian assets and moves its head office and operations to Sarnia, Ontario.
- 1899 — The *Dominion Government* grants Timber Berth 209 at Farrer Cove to G.W. Phipps of Vancouver in June, and George Farrer is his "agent" for operations on the timber berth.

1900-10 — Economic Prosperity: Vancouver's population grows from 25,000 to 100,000 persons.

- 1903 — Mr. H. M. Burwell, D.L.S., surveys the right-of-way for a transmission line for the *B.C. Electric Railway Company* Buntzen Lake electrical generating plant on Indian Arm along the east side of Windemere Lake (a.k.a. 'Sasamat Lake') then southwest to the *Admiralty Point Military Reserve*.
- 1907 — The *Imperial Oil Company* opens the first gas station in Canada in Vancouver.
- 1907 — The *Dominion Government of Canada* proposes to create the 637-lot *Woodhaven Subdivision*.
- 1908 — The CPR began acquiring right-of-way for a railroad along the North Shore of Port Moody Arm.
- 1908 — The *Dominion Government of Canada* awards Joseph Dockrill compensation from the CPR for loss of the right-of-way across the property he settled (squatted) on the 'Government Reserve' and also granted Dockrill a lease for a period of 21 years from June 1<sup>st</sup>, 1908.
- 1908 — It was announced that an oil refinery (*B.C. Refining Co. Ltd.*) was to be built on 8½ acres adjacent to the old CPR dock in October. The refinery is located directly across Port Moody Arm from the Dockrill homestead on the North Shore.
- 1909 — The *Imperial Oil Company* (a.k.a. 'Impoco') refinery and products distribution warehouse are planned for Berry Point in Burnaby.
- 1909 — Charles Trott Dunbar plans to build a logging railway to his Timber Limits on the Mamquam River near Squamish and purchases 1000 feet of waterfront along Port Moody Arm.
- 1909 — The CPR makes a charter application to the *Dominion Government of Canada* for a branch line from Port Moody to serve new industries on the North Shore of Burrard Inlet.
- 1909 — The earliest promotion of the area called 'Sunnyside' on the North Shore of Port Moody Arm. District Lot 226, located immediately east of the 'Government Reserve', is subdivided into 249 lots of approximately one-third acre, and are marketed by real estate agent George A. Kendall.
- 1910 — Charles Trott Dunbar obtains approval from the B.C. Legislature to incorporate the *Port Moody, Indian Arm & Northern Railway* on February 3<sup>rd</sup>.
- 1910 — District Lot 350 on the North Shore of Port Moody Arm is promoted as 'Sunnyside Park' in June. The properties are being marketed by real estate agent Ralph B. Scoullar with the claim that the *Port Moody, Indian Arm & Northern Railway* "passes through it".
- 1910 — The *Dominion Government of Canada* assigns Timber Berth 209 at Farrer Cove to George Farrer.
- 1911 — The *Port Moody Sand & Gravel Company*, operating at Mossom Creek, is incorporated in June.
- 1911 — Dunbar's railway charter is acquired by the CPR and by 1911 there were 100 men employed grading the extension of the CPR railway along the North Shore of Port Moody Arm.
- 1911 — The *North Arm Bridge and Railway Company*, a company owned by the CPR, announces its intention to bridge the North Arm of Burrard Inlet (Indian Arm) opposite the eastern end of Keith Road, and to connect up to the CPR branch line under construction from Port Moody.
- 1911 — The *Dominion Government of Canada* auctions Phase One (191 lots) of the *Woodhaven Subdivision* on April 6<sup>th</sup>, and notable buyers include John Hendry, Robert Kelly, and Clarence Marpole. The *Imperial Oil Company* also participates in the auction and purchases a total of 12 of the 32 lots located along the foreshore of Windemere Lake (a.k.a. 'Sasamat Lake').
- 1911 — The *Imperial Oil Company* (a.k.a. 'Impoco') purchases property at Berry Point in Burnaby to construct the first oil refinery in Western Canada. The site is cleared of forest, seven storage tanks are constructed along with a railway siding, wharf, mooring dolphins and a warehouse. However, the Berry Point refinery plan fails and the Burnaby site is abandoned and subsequently sold.
- 1911 — In June, *Segur Oil Refineries* purchases 71 acres of waterfront property (DL 225) at *Carraholly* on Port Moody Arm and announced it would build an oil refinery.
- 1911 — In October, *Segur Oil Refineries* begins site clearing and construction for its oil refinery.
- 1912 — The *Port Moody Sand & Gravel Company* builds wharves and storage bunkers at the Mossom Creek estuary and begins development of the gravel deposits at 'Sunnyside' (a.k.a. 'Anmore').
- 1912 — The *Imperial Oil Company* builds a major distribution and storage facility at Berry Point in Burnaby, also known as *Impoco*.
- 1912 — The *Dominion Government of Canada* awards a contract for extending the existing wharf at the foot of Queen Street in Port Moody and the new federal government dock is completed by the beginning of 1913.

- 1912 — In April, the *Vancouver Timber and Trading Company*, controlled by Alvo von Alvensleben and German associates, purchases 1000 feet of waterfront owned by Dunbar (26.86 acres of DL 256, the future loco Townsite) to build a sawmill with a daily capacity of 200,000 board feet.
- 1912 — The *Cowichan Lake Lumber Company*, owned by Mossom Martin Boyd, announces plans in July to build a saw mill “at a site already secured in the vicinity of Port Moody” (DL 226).
- 1913 — Economic Depression.**
- 1913 — The economic depression marks the end of plans to extend the CPR railway across Indian Arm to North Vancouver as well as *Segur Oil Refineries Limited* plan to build a refinery and Alvo von Alvensleben’s plan to build a large sawmill at loco.
- 1913 — The *City of Port Moody* incorporates on March 7<sup>th</sup> and civic elections are held April 3<sup>rd</sup>. The municipal boundaries do not include the ‘Government Reserve’ and DL 256. As a consequence, the future oil refinery and loco Townsite will remain as an unincorporated area under Provincial administration until 1992 when Port Moody’s municipal boundaries are extended.
- 1913 — Captain G. W. Brewster incorporates the *Port Moody Ferry Company* utilizing the ‘S.S. New Delta’ on the run from Vancouver to Port Moody.
- 1913 — The *Dominion Government of Canada* leases the *Admiralty Point Military Reserve* to the *City of Vancouver* on April 21<sup>st</sup> for a term of 99 years computed from the 1<sup>st</sup> day of May 1912.
- 1914 — The *Imperial Oil Company* purchases 15 acres west of their property at Berry Point in Burnaby for their proposed new refinery, but subsequently abandons its plan.
- 1914 — Mossom Martin Boyd dies in June and is buried in Peterborough, Ontario.
- 1914 — In January, the *Imperial Oil Company* purchases the 83.26 acres of property (DL 256) from Alvo von Alvensleben for \$150,000 for construction for its new oil refinery at loco. The company’s storage facility in Burnaby is closed and the storage tanks are dismantled and reassembled at loco.
- 1914 — The *Imperial Oil Company* begins clearing the site for the loco oil refinery in March.
- 1914 — The *Imperial Oil Company* applies to the *Comptroller of Water Rights* to obtain a water license to utilize up to 200,000 IG per day from Deer Lake (a.k.a. ‘Windermere Lake’ and ‘Sasamat Lake’) as the water supply for the new oil refinery.
- 1914 — The *Port Moody Ferry Company* provides passenger ferry service to the *Imperial Oil Company* refinery construction site at loco utilizing the ‘S.S. New Delta’.
- 1914 — The *Dominion Government of Canada* officially removes the reserve on the sale of Crown Lands at the western terminus of the *Railway Belt* on May 11<sup>th</sup> which includes all of the North Shore of Port Moody Arm.
- 1914 — Lots in the Buntzen Valley (a.k.a. ‘Sunnyside’ and ‘Anmore’) are auctioned at Port Moody by the *Dominion Government of Canada* as ‘Homesteads’ on September 9<sup>th</sup>, 1914.
- 1914 — Construction of the *Imperial Oil Company* refinery is completed in December.
- 1914-18 — World War One.**
- 1914 — German naval units operating in the Pacific capture the first cargo ship of Peruvian crude oil destined for loco which delays opening of the refinery until January 1915.
- 1915 — The *Imperial Oil Company* refinery at loco begins operation in January.
- 1915 — The ‘Imperial Hall’ and ‘Colony House’ are built on the refinery property to house plant workers (bachelors) and 16 houses are also built on the refinery site to house employees with families.
- 1915 — As construction on the refinery continues, more manpower is required and, as a result, the ‘tent town’ expanded and became a more permanent ‘shantytown’.
- 1915 — The original loco school is built on the refinery owned property.
- 1915 — Work starts on the original ‘Sunnyside Road’, beginning at the waterfront near Dockrill Point and working up the hill adjacent to Mossom Creek following the old logging skid road.
- 1916 — The Provincial government starts building a road from Port Moody to the loco refinery which is completed in late 1919.
- 1916 — The loco Post Office is established.
- 1917 — The loco ‘shantytown’ now houses approximately 200 men, women and children and boasts two grocery stores, a school, and a post office.
- 1917 — The first edition of the *loco Times* newsletter was published on March 20<sup>th</sup>.

- 1917 — Survey work for the Phase Two extension to the *Woodhaven Subdivision* is completed and registered in the *Land Title Office*. Most of the 446 lots within the extension are never sold.
- 1917 — The first rough trail from loco to Port Moody is built.
- 1917 — Joseph Dockrill of Sunnyside dies in July.
- 1919 — The population of the loco 'shantytown' grows to over 500 people, including 120 children.
- 1919 — Works begins on an *Industrial Relations Plan*, creation of an employees-manager partnership and a *Share Purchase Plan* for employees.
- 1919 — A joint company–employee committee — the *Loco Housing Committee* — is formed early in the year chaired by *Imperial Oil Company* employee W. A. Tremaine. The purpose of the committee is to find ways and means to secure a townsite for the refinery employees.
- 1919 — Provincial government opens the road from Port Moody to the loco refinery in late 1919.
- 1919 — On June 4<sup>th</sup>, 'Soldier Grants' in the valley between Sasamat Lake and George Farrer's homestead (at Belvedere on the 'North Arm') are granted to war veterans F. Bailey (80 acres) and F. Poole (73.2 acres adjacent to Sasamat Lake). These grants later revert to the Crown.
- 1919 — Some land clearing at the loco Townsite begins in July.
- 1919 — In July, Surveyor J. A. Carson of the firm *McElhanney Bros.* reports on the feasibility of a road to Bedwell Bay as proposed by *Woodhaven Subdivision* property owners.
- 1919 — The *Loco Housing Committee* sends petition to the *Minister of the Interior* in Ottawa in the summer, signed by 250 refinery employees, asking that a portion of the Government Reserve located immediately east of District Lot 256, be made available for residential purposes.
- 1919 — A report prepared for Premier John Oliver in the Fall described the situation at loco as "75% of the employees are existing in shacks located along the railway track and on the land adjacent to the refinery ... The building-up of a community in this way ... is a big economic loss to the whole country."
- 1919 — The *Dominium Government of Canada* grants a 99-year lease in November to the Provincial Government's Department of Education for two acres on the Government Reserve adjacent to the proposed loco Townsite.
- 1920 — The present-day loco School is built on land located in the 'Government Reserve' adjacent to the loco Townsite at the corner of loco Road and First Avenue to replace the original school.
- 1920 — The co-operative society known as the *Loco Townsite Company* is incorporated with a capitalization of \$100,000. Ownership of the townsite is vested with the society which oversees the development and administration of the town. The governing body is a "town council" of six men named by the employees.
- 1920 — The *Imperial Oil Company* purchases 22 acres from the Inman estate on District Lot 256 immediately east of the refinery property. Land clearing in the acquired townsite is started the same month, and surveying of the townsite begins soon after.
- 1920 — The *Loco Townsite Subdivision Plan* 3286, Parcel 'A' of District Lot 256, NWD, is registered in December with the *Land Titles Branch*.
- 1920 — *Loco Townsite Limited* applies to the *B.C. Comptroller of Water Rights* in September for a licence to take and use 50,000 IG of water from North Schoolhouse Creek.
- 1920 — Housing construction at the loco Townsite begins in late 1920. The first houses in the townsite were the 16 existing employee cottages relocated from the refinery property followed by construction of 43 Craftsman-style houses. Between 1920 and 1924, 83 houses are built.
- 1920s — The *B.C. Telephone Company* lays two submarine telephone cables from Port Moody's South Shore across Port Moody Arm to the loco Refinery and loco Townsite.
- 1921 — The road from loco to Port Moody is completed.
- 1921 — The *Dominion Government* builds a public dock at the foot of First Avenue in the loco Townsite.
- 1921 — Streets are laid-out and 40 houses built during the year.
- 1921 — The loco Community Hall is built.
- 1921 — The loco baseball team captures the provincial amateur championship.
- 1921 — The 'North Arm' of Burrard Inlet is renamed 'Indian Arm'.
- 1922 — The loco Grocery Store is built.
- 1922 — The lawn bowling green and club house are constructed.

- 1922 — The *Loco Townsite Company* makes a bid in September to become an incorporated municipality.
- 1923 — The *Imperial Oil Company* applies for lands around Windemere Lake (a.k.a. 'Sasamat Lake').
- 1923 — The *St. Andrews United Church* is completed.
- 1924 — The *Imperial Oil Company* hires Dr. Reginald Stratford to found the company, and industry's, first research department.
- 1924 — The *Loco Presbyterian Church* is built by volunteer labour on a 66 x 122-foot parcel of property at the corner of loco Road and First Avenue.
- 1925 — James Edward Sirdevan (1875-1925), long-time Superintendent of the *Imperial Oil Company* refinery at loco, dies in July at age 50.
- 1925 — Work starts on the new 'Sunnyside Road', beginning at the north end of First Avenue in the loco Townsite and travelling northeast up the hill to the Buntzen Valley (a.k.a. 'Sunnyside').
- 1926 — The *All Saints Anglican Church* is built on First Avenue next to the 2-acre school site.
- 1926 — George Farrer receives his Crown Grant from the *Dominion Government* on March 9<sup>th</sup>.
- 1928 — The loco refinery's capacity reaches a throughput of 10,000 barrels per day.
- 1930 — The *Dominion Government* transfers the undisposed Crown Lands within the *Railway Belt* back to the *Province of British Columbia*, thus ending *Dominion Government* administration of the Crown Lands in the area.
- 1930 — On May 31<sup>st</sup>, the *Province of British Columbia* registers George Farrer's *Certificate of Indefeasible Title* (BC Homestead No. 5331).
- 1932 — Elizabeth Farrer dies at age 73 on June 3<sup>rd</sup> at Belvedere (Farrer Cove), Indian Arm.
- 1935 — The Refinery Manager's house built on the townsite. The house was sold at auction in July 1970, lifted off its foundation and moved to Port McNeill on Vancouver Island.
- 1936 — The *Imperial Oil Company* sponsors *Hockey Night in Canada* radio broadcasts for the first time.
- 1939-45 — World War Two.**
- 1939 — The *Dominion Government of Canada* converts the 4-acre playing field into a military parade ground with barracks and other buildings along the north boundary of the parade ground.
- 1940 — The unnamed point on Burrard Inlet across the third narrows from *Barnet* is officially named 'Admiralty Point' at the suggestion of Major J.S. Matthews, *City of Vancouver* archivist.
- 1940 — 'Burns Point' at the entrance to Port Moody Arm is named after Mr. K.J. Burns, Port Manager, National Harbours Board, at the suggestion of Major J.S. Matthews, *City of Vancouver* archivist.
- 1941 — Major J.S. Matthews, *City of Vancouver* archivist, proposes that 'Windermere Lake', also locally known as 'Deer Lake', be renamed 'Sasamat Lake' in recognition of the historical significance of the aboriginal name 'Sasamat' to the Indian Arm area.
- 1942 — The *Imperial Oil Company* sell oil products for the war effort.
- 1946 — The YMCA buys George Farrer's 76.5-acre property at Belvedere on Indian Arm.
- 1947 — YMCA's *Camp Howdy* for boys is inaugurated on June 21<sup>st</sup>.
- 1947 — The *Imperial Oil Company* discovers oil in Leduc, Alberta, marking the beginning of Western Canada's great oil development and resulting in the rebuilding of the loco refinery.
- 1950 — The Minister of Public Works, Hon. Ernie Carson, grants \$10,000 to bulldoze a dirt road along the southwest side of Sasamat Lake as far as Watson Road.
- 1950 — The *B.C. Telephone Company* lays a new Port Moody-loco submarine telephone cable.
- 1952 — The Minister of Public Works, Hon. Phil Gaglardi, allocates \$35,000 to build the road from the north end of First Avenue in loco over the hill and past the pump house at Sasamat Lake.
- 1952 — The *Loco Boat Club* incorporates as a non-profit organization under the provincial *Societies Act* of the day which restricted their membership to 50 people.
- 1952 — The loco oil refinery receives the first shipment of oil-by-rail in October.
- 1953 — Road access from the loco Townsite reaches 'Kelly Avenue' in the *Woodhaven Subdivision*.
- 1953 — The *Trans Mountain Pipeline* connects to Imperial Oil Company's loco refinery.
- 1953 — The loco refinery is re-equipped and upgraded to most modern refinery in Canada and the largest in the Pacific Northwest.

- 1954 — The *Lower Mainland Regional Planning Board* (LMRPB) suggest a metropolitan park program starting with the initial development of six new parks, with one park located at *Admiralty Point*. The area identified is the inaccessible 185-acre *Admiralty Point Military Reserve* leased by the Federal Government to the *City of Vancouver* in 1913 for recreation purposes.
- 1955 — The *Imperial Oil Company* establishes a chemical product department in Sarnia.
- 1955 — The *Imperial Oil Company* opens the first research centre in western Canada in Calgary.
- 1957 — George Farrer dies at the age of 92 on March 20<sup>th</sup> in Burnaby and is buried in Vancouver, B.C.
- 1961 — *BC Hydro* commissions the first of six generating units at the *Burrard Thermal Generating Station* in October, with the other units coming on-line over the next 12 years.
- 1962 — The Provincial Government leases of 27 acres of Crown Land on the northeast side of Sasamat Lake for Camp Wallace to operate a day camp for *Neighbourhood House* children.
- 1963 — The *Imperial Oil Company* donates its land holdings at Sasamat Lake to the Provincial Government for use as a public park.
- 1964 — The *Imperial Oil Company* begins an experimental program to extract bitumen from the oil sands in Cold Lake, Alberta.
- 1965 — *Camp Wallace* begins operations on the northeast side of Sasamat Lake.
- 1965 — The *Province of British Columbia* establishes the regional district concept.
- 1966 — The *Lower Mainland Regional Planning Board* (LMRPB) prepares the original *Belcarra Park* proposal, as part of a *Regional Parks Plan*.
- 1967 — The *Imperial Oil Company* builds a new concrete deep-sea pier to replace the old wooden dock built in 1915.
- 1967 — The *Loco and District Recreation Commission* creates ‘Centennial Beach’ on land leased from *Imperial Oil Company* on the southwest side of Sasamat Lake as a local swimming beach.
- 1967 — The Provincial Government establishes the *Vancouver–Fraser Regional Parks District* which assumes responsibility from the LMRPB for the planning of parks in the Lower Mainland area.
- 1967 — The *Vancouver–Fraser Regional Parks District* gives two readings to *Park Designation Bylaw No. 13* that outlines the proposed regional parks including *Belcarra Regional Park*.
- 1967 — The Provincial Government reserves the Crown Lands from Admiralty Point to Buntzen Ridge, including Sasamat Lake, for eventual park dedication.
- 1967 — The *Woodhaven–Bedwell Bay Property Owners’ Association* creates a swimming beach on the west side of Sasamat Lake, adjacent to Sasamat Creek, to celebrate Canada’s centennial year.
- 1968 — The *All Saints Anglican Church* is dismantled and moved to Deep Cove.
- 1968 — The *Vancouver–Fraser Regional Parks District* authorizes the purchase of 430 acres of private land on Belcarra Peninsula, the first land acquisitions for *Belcarra Regional Park*. However, the Parks District did not have authority to purchase the properties as *Park Designation Bylaw No. 13* had not been enacted by the Province.
- 1968 — The *Fraser–Burrard Regional District* changes its name to the *Greater Vancouver Regional District*.
- 1970 — The *Ministry of Municipal Affairs* informs the APC that all matters relating to CPA 13, including the function of planning, are to be handled by the GVRD and the Director for Electoral Area ‘B’.
- 1971 — The *Vancouver–Fraser Regional Parks District* is ‘dissolved’ on December 31<sup>st</sup>.
- 1972 — The *City of Vancouver* assigns its 99-year Federal Government lease to the 185-acre *Admiralty Point Military Reserve* to the GVRD for inclusion within *Belcarra Regional Park*.
- 1972 — On January 1<sup>st</sup>, the regional parks function is transferred to the GVRD.
- 1973 — The approximately 1000 residents of the unincorporated loco area make a bid to incorporate as a municipality. The GVRD opposes the proposal preferring to see the area annexed to either Port Moody or Coquitlam, both of whom are anxious include the large Imperial Oil Company taxbase.
- 1975 — In January, Verna Barrett, becomes GVRD Director for Electoral Area ‘B’ which includes loco.
- 1975 — A new 11-member *Advisory Planning Commission* (APC), chaired by Verna Barrett, is called upon to prepare a new *Official Community Plan* (OCP) for the Belcarra, Bedwell Bay, Anmore and loco areas of the GVRD’s Electoral Area ‘B’.
- 1975 — The *Imperial Oil Company* builds the Strathcona refinery to replace older refineries in Edmonton, Regina, Winnipeg and Calgary.

- 1977 — The *Sasamat Volunteer Fire Department* (SVFD) is formed to serve Anmore, Belcarra and loco.
- 1977 — The *GVRD Parks Department* retains *Sigma Resource Consultants* to prepare a *Belcarra Regional Park Resource Master Plan Study* as a first step toward a comprehensive park plan.
- 1978 — The *GVRD Parks Department* retains *Tattersfield & Associates* to prepare a *Belcarra Regional Park Master Plan Study* as an attempt to address the need for a comprehensive park plan. The result is less than satisfactory, and the plan is seen as “grandiose” and a “pipe-dream”.
- 1979 — On August 22<sup>nd</sup>, the Provincial Cabinet approves *Letters Patent* incorporating the *Village of Belcarra*, and the following people are appointed by the Province as the interim Council: Verna Barrett (Mayor), Edwin (Ted) Baxter, Alan (Al) Beebe, Ralph Drew and James (Jim) Threlfall.
- 1981 — The *GVRD Parks Department* gives eviction notices to the squatters on *Admiralty Reserve*.
- 1982 — The *GVRD* and the *Association of Neighbourhood Houses of Greater Vancouver* (ANH) reach an agreement to relocate the ANH 70-acre provincial lease on the east side of Sasamat Lake to the northwest corner of Sasamat Lake to facilitate development of *White Pine Beach*.
- 1985 — The *GVRD Parks Department* completes the *Belcarra Regional Park Plan* which lays-out the overall development for *Belcarra Regional Park*, and the *GVRD* adopts the plan on March 20<sup>th</sup>.
- 1986 — In July, the Provincial Government transfers more than 400 hectares (1000 acres) of Crown Land, including Sasamat Lake, to the *GVRD* for inclusion within *Belcarra Regional Park*.
- 1986 — *Camp Wallace* is relocated from the East side of Sasamat Lake to the West side of the lake and renamed *Camp Sasamat*.
- 1987 — *White Pine Beach* on the East side of Sasamat Lake is opened by the *GVRD Parks Department*.
- 1987 — The *Village of Anmore* incorporates on December 7<sup>th</sup>.
- 1987 — The *City of Port Moody* extends its municipal boundaries to include the *Government Reserve* corridor (west of April Road), loco Townsite, *Imperial Oil Company* refinery, and BC Hydro's *Burrard Thermal Generating Station*.
- 1987 — *Camp Sasamat* begins operations at its new facilities on the West side of Sasamat Lake.
- 1988 — The *City of Port Moody* extends its municipal water and sewer services to the loco Townsite.
- 1989 — The *Imperial Oil Company* purchases *Texaco Canada Inc.* which, at the time, was the second-largest corporate acquisition in the nation's history.
- 1989 — The *City of Port Moody* extends its municipal boundaries to include the *Belcarra Regional Park* lands surrounding Sasamat Lake and the *Admiralty Point Military Reserve*.
- 1989 — The Crown Lands for *Belcarra Regional Park* are transferred to the *GVRD*.
- 1992 — Port Moody grants a lease for construction of the *Mossom Creek Hatchery* site.
- 1993 — The *Village of Belcarra* extends its municipal boundaries in June to include the Farrer Cove and Twin Islands groups of properties.
- 1995 — The *Imperial Oil Company* cancels its lease to Denny Sherk, the last groceteria operator.
- 1995 — The last shipment of crude oil came through the *Trans Mountain Pipeline* to the loco Refinery on Friday, June 30<sup>th</sup>.
- 1995 — The *Imperial Oil Company* refinery ceases operation and the loco industrial site is converted into a distribution facility.
- 1996 — *Tum-Tumay-Whueton Drive* from Sasamat Lake to the Belcarra picnic grounds is opened on September 15<sup>th</sup>.
- 1999 — The *Greater Vancouver Transportation Authority* (GVTA), established in July 1998, is renamed *TransLink* and assumes responsibility for the *Major Roads Network* (MRN) which includes loco Road, First Avenue, Sunnyside Road and Bedwell Bay Road.
- 2002 — The *City of Port Moody* passes a bylaw designating the loco Townsite as a *Heritage Conservation Area* (HCA).
- 2002 — The loco Townsite is included in the *Canadian Register of Historic Places* (CRHP).
- 2002 — To celebrate the official designation of loco as a heritage site, Mary-Ann Cooper initiates the first annual celebration of *loco Ghost Town Days*.
- 2003 — The house on First Street is destroyed by fire.
- 2004 — The *Imperial Oil Company* moves its head office to Calgary from Toronto.



- 2004 — *loco Heritage Lawn Bowling Association* incorporates with the purpose to help preserve the *loco Heritage Conservation Area* and recreate a lawn bowling green. The *Imperial Oil Company* declines a lease option for the Bowling Green site.
- 2005 — The present-day loco School is decommissioned by *School District 43*.
- 2006 — The *YMCA Camp Howdy* property at Farrer Cove sold to the *Evangelical Laymen's Church*.
- 2007 — The *Imperial Oil Company* and *ExxonMobil Canada* acquire a multi-year exploration license, covering more than 500,000 acres, to explore for hydrocarbons in the Beaufort Sea.
- 2009 — The *Imperial Oil Company* announces its decision to fund the first phase of the Kearn oil sands project, a new mining development northeast of Fort McMurray, Alberta.
- 2009 — The *Port Moody Heritage Society* takes-up responsibility from the *Friends of loco* for organizing *loco Ghost Town Day* and transforms the event into the *loco Festival*.
- 2010 — The *YMCA* ends its youth camp operation of *Camp Howdy*.
- 2011 — loco Townsite included as an official heritage site in the Port Moody *Official Community Plan*.
- 2012 — The *City of Port Moody* adopts *Heritage Conservation Area Guidelines* for the loco Townsite as part of Port Moody's *Official Community Plan* (OCP) in October.
- 2012 — The *Imperial Oil Company* announces approval of an expansion of the company's Cold Lake operation in northeastern Alberta called 'Nabiye'.
- 2013 — The *Imperial Oil Company* announces the start-up of the initial Kearn oil sands project.
- 2013 — The *Mossom Creek Hatchery* destroyed by fire.
- 2013 — The *City of Port Moody* celebrates 100 years as a municipality.
- 2014 — The *Imperial Oil Company* launches new corporate brand and logo.
- 2014 — loco Townsite is included as an official heritage site in the Port Moody *Official Community Plan*.
- 2014 — Port Moody's heritage commission proposes that the loco townsite be turned into a tourist attraction, similar to the *Burnaby Village Museum*.
- 2014 — *Mossom Creek Hatchery* is rebuilt and begins operating again in October.
- 2014 — The Federal Government converts the *Admiralty Point Military Reserve* into public park managed by *Parks Canada* and contracts with *Metro Vancouver* to maintain the new park.
- 2015 — The *Imperial Oil Company* announces the successful start-up of the Kearn oil sands expansion project, ahead of schedule.
- 2015 — The *Imperial Oil Company* sells the eastern half of the loco Townsite and adjoining 230 acres of land to *Brilliant Circle Group Investments Ltd.* and the BCG assumes the responsibility of care of all heritage structures.
- 2015 — Port Moody adopts the loco Townsite *Preservation and Preventive Maintenance Plan*.
- 2016 — The *Imperial Oil Company* moves to a new campus-style office complex in southeast Calgary and opens a new, state-of-the-art, oil sands research centre in southeast Calgary.
- 2016 — Port Moody adopts its *Heritage Strategic Plan*.
- 2016 — The *Burrard Thermal Generating Station* is permanently closed by *BC Hydro*.
- 2016 — *Brilliant Circle Group* begins preservation work on loco heritage buildings.
- 2017 — The *Imperial Oil Company* donates 43 artworks, with an estimated value of \$6 million, to 15 museums and galleries in honour of Canada's sesquicentennial.
- 2017 — The first Mobil-branded service stations open in Canada.
- 2017 — The two pipelines under Port Moody Arm are removed.
- 2017 — Port Moody *Official Community Plan* adopted in November and includes loco Townsite.
- 2018 — The *Imperial Oil Company* announces commitment to a 10% reduction in greenhouse gas emissions intensity in its oil sands operations by 2023.
- 2018 — The *Imperial Oil Company* becomes the official fuel partner of PC Optimum loyalty program.
- 2019 — The *Imperial Oil Company* announces multi-year agreement with the NHL, naming *Esso* the Official Retail Fuel of the NHL in Canada. The company also launches a nation-wide commercial and campaign "How far will you go" focusing on the hockey journey.
- 2019 — Road right-of-way to loco townsite, through *Bert Flynn Park*, removed by Port Moody.

- 2019 — Port Moody votes to amend the OCP to limit any future development of the loco lands.
- 2020 — *Heritage Condition Assessment Report* prepared by *Donald Luxton & Associates*.
- 2020 — *Gilic Global Development Management Inc.*, formerly called *Brilliant Circle Group*, withdraws its proposal for *Burrard Commons*.

### **About the Author:**

[Ralph Drew](#) is a local historian and self-publishing author who lives in the Tri-Cities community of Belcarra. In 2014, Ralph was awarded first prize in the [B.C. Historical Federation](#) annual book competition, receiving the [Lieutenant-Governor's Gold Medal](#) for historical writing for his self-published history, [Forest & Fjord: The History of Belcarra](#). In 2016, Ralph was awarded second prize in the [B.C. Historical Federation](#) annual book competition for his book titled: [Ferries & Fjord: The History of Indian Arm](#). In 2017, Ralph published his third book titled: [Townsite Tales: The History of loco](#). Ralph's fourth and most recent book was published in October 2018, titled: [Coquitlam Chronicles: Historical Crossroads on the Fraser River](#).