



# THE CARIBOO



BRITISH  
COLUMBIA  
RAILWAY

THE SOURCE FOR PGE-BCR MODELING DATA

July 1990

Welcome to the premiere issue of "The Cariboo", a forum for the exchange of both prototype and modeling information.

For the past couple of years I have "toyed" with the notion of producing a newsletter such as this. Along with three friends, I have been building a HO scale layout based on the railway between Lillooet and Squamish. For some time we felt that we were operating in the "universe" unto ourselves. Yet a series of events was soon to change this.

First, there was article by David Steers about decaling freight cars, which appeared in Railroad Model Craftsman. This was followed by an opportunity to view custom-painted diesels at the Iron Horse hobby shop in Concord, California. Finally, Carter Cram's letter in RMC asking for exchange of data. These incidents confirmed our speculations there might just be others with similar interests.

As I said, "The Cariboo" is intended as an avenue for the exchange of information. It's success depends upon your participation. All contributions are welcome.

Jim Moore

## CAR SHOP

The subject of this feature is rolling stock. We will solicit data from our readers, and publish the results in a subsequent issue.

Our focus this issue is on those cars still operating in the PGE paint scheme. This would include rolling stock relettered with BCOL reporting marks, but still with PGE logo. Please send date sighted, car type, car number, and a brief description of the paint scheme. Send information to *Cariboo*, 27 Dwight Avenue, Hillcrest, New York 10977-3104.

The West Coast Railway Association (Squamish Railroad Museum) is currently promoting a fund drive to raise money to assume the lease of former PGE diesel 551. This engine is a General Electric sixty five to center cab, built by Erie in June of 1948. The museum's roster includes PGE 561 (ALCO RS-3, 1951), and PGE cabooses 1817. The caboose is a Squamish shop conversion (from a boxcar), dating back to 1955. It has been reroofed and resheathed. The interior has also been refurbished, including the return of its woodburning stove. For additional information about the museum and its fund drive, contact Grant Ferguson, WCRA, POB 2790, Vancouver, BC V6B 3X2.

## CHIP HOPPERS

*David Barone*

In the early 1960's, PGE went looking for a better way to transport wood chips. They were looking for a car that could both handle the lightweight chips economically, and could easily be loaded and unloaded.

The car design proved to be a great success. Of the 1159 cars that were originally built, more than 1100 are still in daily use. In addition to the '62 cars, PGE converted 78 general service gondolas into chip cars by extending the sides and adding a hinged end door. These cars are 52' long, and are numbered in the 9900 series.

Wood chips are the essential ingredient in producing wood pulp which is then made into paper. Saw mills create wood chips by chipping smaller trees and clean scrap into roughly 1" x 3" shingles. These chips are then loaded into trucks or rail cars for shipment to a pulp mill.

Once at the pulp mill, the chips are boiled and bleached in large vats until all the sap and impurities have been removed. As a side note, I have toured a pulp mill and can truthfully say it is the worst smelling place on earth! After being chemically treated, the pulp is drained and rolled through a large dryer that resembles a giant newspaper press. When the pulp leaves the dryer, it is completely dry and has the texture of a 1/8 inch thick paper towel. It is then cut, bundled, and loaded into boxcars for shipment to paper mills. (I will cover BC Rails new rebuilt newsprint cars in a future article).

In addition to the 7 on-line pulp mills, (2 in Quesnel, 3 in Prince George, and 2 in MacKenzie) British Columbia wood chips end up going to the Far East. Fiberco, a major exporter of raw wood chips, has an extensive transloading facility located across the street from the North Van passenger station. They take in chips from BC Rail, CP, CN, and by truck from smaller mills located around Vancouver. Fiberco stockpiles chips for loading into ships bound for Japan and Korea. BC Rail does all of the switching into and out of the plant, but does not switch the rotary dumper. For this, Fiberco uses one of their front end loaders. I have seen a lot of the older PGE cars in Fiberco's yard: cars which have the door end welded shut, only to unloaded by rotary dumping. These cars have a large white circle crudely painted on their sides. I assume this is to signify rotary dumping only. If anyone can confirm this let me know.

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Modeling the BC Rail chip cars can be an interesting, but somewhat time consuming project, depending on the scale you model. CS Models of North Vancouver makes a nice N scale injection molded kit that accurately resembles a car in the 90441-90840 series. The car goes together easily, and several can be assembled in one evening. The correct decals are available from CDS Dry Transfers. Trucks and couplers are available from Kadee. This kit should be available through your local hobby shop.

HO scale modelers don't have it as easy. The only kit currently available is a wood craftsman kit that looks very nice when finished, but takes a long time to build. The kit is made by Maple Leaf Models of Fort St. John, B.C., and is available either through local hobby shops or directly from the company. The kit comes with enough material to build two complete cars, including CDS dry transfers. You are free to use your favorite trucks and couplers, as they are not provided.

In the next issue I will cover building and painting an HO scale wood chip car.

BC Rail  
Wood Chip Cars  
1990  
By David Barone

C A R N U M B E R S

		9501- 9690	9691- 9765	9766- 9825	9901- 9960	9961- 9980	90001- 90140	90141- 90340	90341- 90440	90441- 90840	
Total # of Cars		189	74	59	59	19	139	199	99	399	
O U T S I D E  D I M	Height Exterior	14'- 2"	14'- 2"	14'- 2"	14'- 10"	14'- 8"	14'-7.5"	14'-9.5"	14'- 9"	14'- 7"	
	Width Exterior	10'- 8"	10'- 8"	10'- 7"	10'- 8"	10'- 8"	10'-7.5"	10'- 8"	10'- 7"	10'- 8"	
	Floor to Rail	3'- 6"	3'- 6"	3'- 6"	3'- 8"	3'-6.5"	3'-5.5"	3'-5.5"	3'- 6"	3'- 6"	
	Coupled Length	64'- 2"	64'- 2"	65'- 9"	57'- 6"	57'- 6"	65'- 5"	66'-0.5"	65'- 9"	65'- 9"	
	Over End Sills	61'- 3"	61'- 3"	61'- 10"	52'- 8"	52'- 8"	61'- 11"	61'- 11"	61'-11.5"	61'- 11"	
	Truck Centers	46'- 3"	46'- 3"	47'- 10"	44'- 0"	44'- 0"	47'- 6"	47'- 6"	47'- 10"	47'- 10"	
	Truck Wheel Base	5'- 8"	5'- 8"	5'- 8"	5'- 8"	5'- 8"	5'- 8"	5'- 8"	5'- 8"	5'- 8"	
	Clearance Plate	C	C	C	C	E	E	C	C	C	
	I N S I D E	Length	60'- 3"	60'- 3"	60'- 11"	52'-7.5"	52'- 1"	61'- 7"	61'- 7"	61'- 0"	60'-11.5"
		Width	10'- 0"	10'- 0"	9'- 10"	9'- 6"	9'- 6"	9'- 10"	9'-10"	9'- 10"	9'- 10"
Height		10'- 8"	10'- 8"	10 - 11"	11'- 2"	11'- 1"	10'- 11"	10'-11"	10'- 11"	10'- 9"	
Doorway Height		9'-1.5"	9'- 7"	9'- 7"	10'-7.5"	9'- 8"	9'- 10"	9'-10"	9'- 9"	9'- 9"	
Doorway Width		10'- 0"	10'- 0"	9'-10.5"	9'- 6"	9'- 6"	9'- 10"	9'-10"	9'- 10"	9'- 10"	
Capacity Cu. Ft.		6400	6400	6650	5603	5560	6565	6619	6660	6550	
Capacity Lbs.	161000	161000	165000	162000	156000	163000	162000	164000	163000		
Lt. Weight Lbs.	59000	59000	542000	57600	63200	56900	56000	56000	57000		
D A T A	Floor & Loading	Steel	Wood	Wood	Steel	Steel	Steel	Steel	Steel	Steel	
	Draft Gear	STD	STD			STD	STD	STD	STD	STD	
	Bearings	Friction	Friction	Friction	Friction	Friction	Roller	Roller	Roller	Roller	
	Built	1964-65	1966	1968	1954-56	1954-56	1970	1972	1973	1975	
Rebuilt											
Mech. Designation	GTS	GTS	GTS	GTS	GTS	GTS	GTS	GTS	GTS		
AAR Type Code	E300	E300	E300	E300	E300	E400	E400	E400	E400		
Manufacturer	Van Iron	Van Iron	HS	NSCC	NSCC	NSCC	NSCC	HS	RMC		
Notes	1	2	2	3	4	2	2	2	2		

NOTES:

1 Cars 9501-9599 New 1964  
9591-9599 New 1965

2 Suitable for front-end loader.

3 Original cars gondolas 9001-9075 Built 1954-1956  
by NSCC, Converted to chip cars by BCR

4 Original cars gondolas 9070-9169 built 1954-1958  
by NSCC, Converted to chip cars by BCR 1968.

NSCC - National Steel Car Co.  
HS - Hamilton Steel

Van Iron - Vancouver Iron Works  
RMS - Railwest Manufacturing (BC Rail Squamish)

9901-9910 1962  
9911-9940 1963  
9941-9960 1964

Kit-HO-101 62' B.C.R. End Dump Chip Car

Drawing by Maple Leaf Models

FIG. A

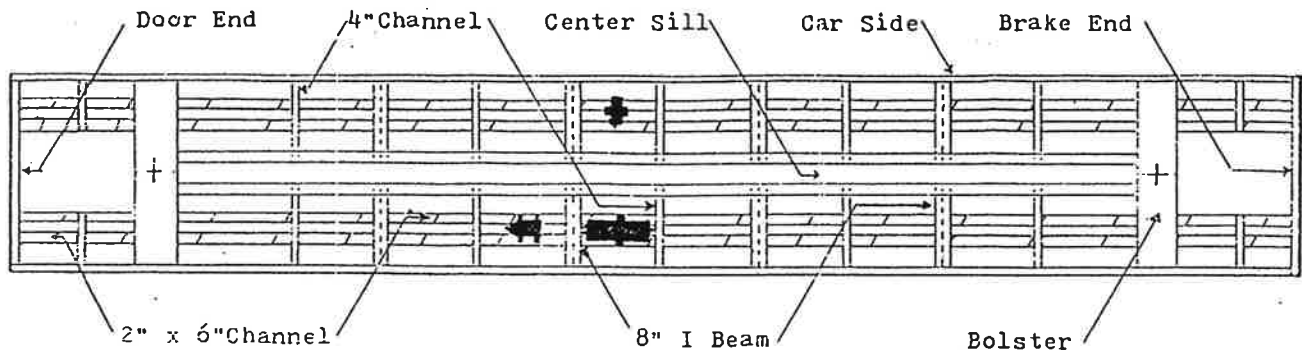


Fig. D  
Brake End

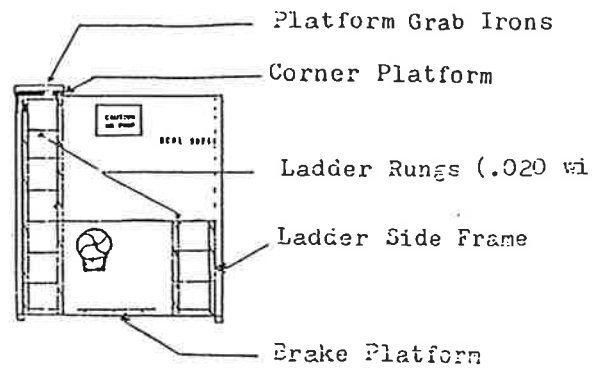


Fig. B

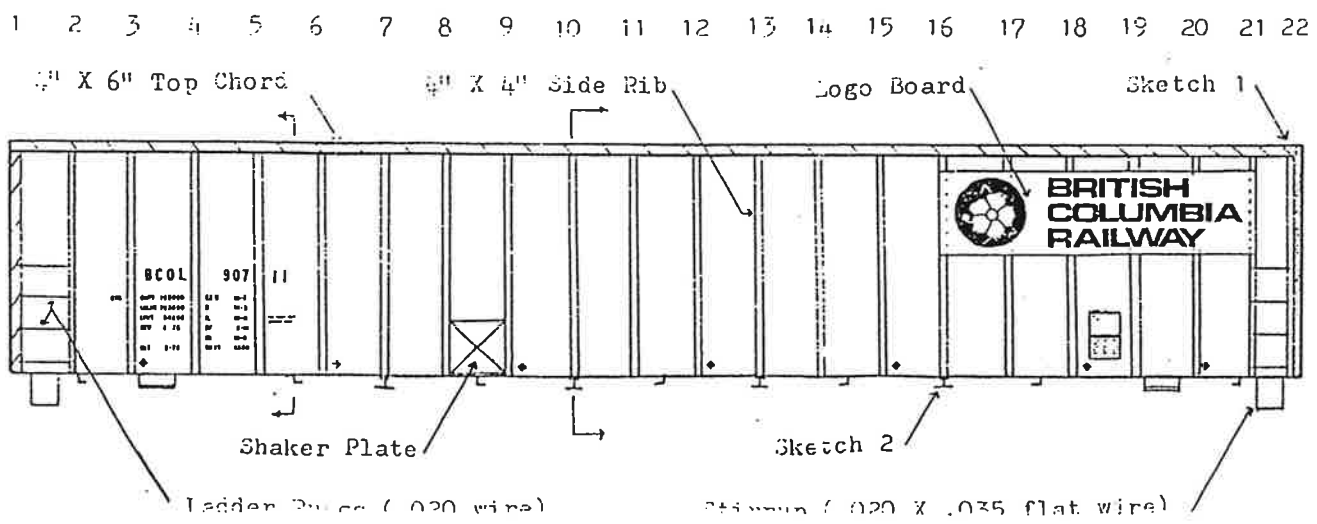
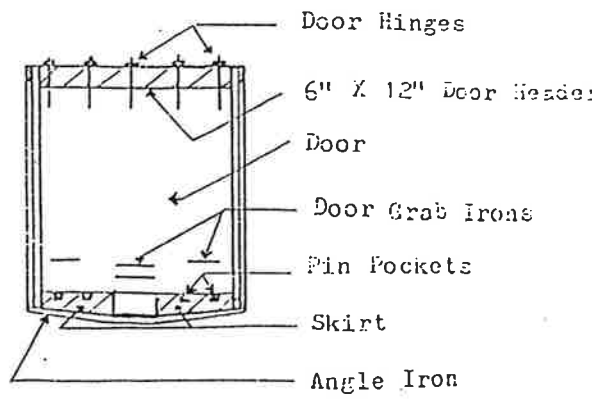


Fig. E  
Door End



David is currently researching a book covering present day operations of the BCR. In addition to being a rail photographer, David is planning a layout based on the Lillooet Division. In connection with his chip hopper series, David is interested in receiving confirming data (car numbers) of chip hoppers still in operation.

**PRODUCT REVIEW:** Bev-Bel's #1456, BCR "Edelweiss Herald", 40' Boxcar

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After seeing this product advertised for a number of months, I was finally able to obtain it through a local retail dealer. The kit is stock Athearn, custom decorated by Bev-Bel. The car is numbered 4055, representing a unit from the 4001-4072 series. The prototype is AAR car code B105, of steel construction. If built "straight from the box", the finished model has a number of prototypical compromises. These include incorrect roof and end designs, and doors which are too wide and too short. Most modellers will probably forego the roof and end replacement; however, correct doors may be attained by splicing two Athearn doors together. If this procedure is done, it will also be necessary to reposition the lower door guard rail.

The kit was prepared using Floquil Weyerhaeuser green. Lettering and herald are done in two colors: white and orange. Printing quality is in keeping with the full line of Bev-Bel cars. The orange background on the dogwood emblem was "spotty" on the car I purchased. Included in the car lettering was the "Plate C" designation.

The price for this custom decorated piece was just under seven dollars. It is a welcome addition to the line's other kit, number 1132 (Pacific Great Eastern) introduced in 1988.

**PRODUCT REVIEW:** Shirley's Creative Trees. Handcrafted Pine Trees.

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As any modeller of the railways of British Columbia knows, one item critical to the portrayal of prototypical scenery is the evergreen. And since you probably will require a "forest" of these trees, cost can certainly become a factor.

I responded to an advertisement for handcrafted pine trees which appeared in the premiere issue of *The Model Train Trader*. I ordered 50 five inch trees for fourteen dollars (plus two dollars shipping). At this price, the unit cost of each tree came to be thirty two cents. The shipment arrived within ten days of ordering, and contained trees very close in appearance to those on the cover of the December 1989 issue of *Model Railroader*.

The trees are made from bumpy chenille, a decorative craft material. They are forest green in color, and have a uniform conical shape. Shirley has fashioned a "trunk" onto each tree for ease of planting on your layout.

Straight from the box, I find these trees to be acceptable as background "fill." This is primarily due to their shape and color. The addition of an application of ground foam (using white glue as an adhesive agent) significantly improves their appearance.

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As it is rarely possible to have too many trees, cost on the above reviewed product may become a deciding factor as to whether you make a purchase. An informative article on the use of bumpy chenille to create pine trees appeared in the August, 1985 issue of *Model Railroader*. I followed the basic steps in the article to make several evergreens for my layout. I substituted white glue for shellac (less odor, faster drying time), and used a variety of ground foams from Woodland Scenics. I was able to make five dozen trees in an evening.

In preparation, I purchased a quantity of one hundred "bumps" from a local craft store. I selected the largest size in stock, yielding trees of about four inches in height. Cost of the chenille was under eight dollars. Throw in some white glue and ground foam, and the cost becomes about ten cents per tree. I was able to vary the height of the trees by altering the manner in which I cut the "bump" from the roll of material. Again, these might not be the most "prototypical" trees possible, but I feel they are a perfect compromise between cost and appearance.

## PGE-BCR DECALS AND DRY TRANSFERS

### CDS (Dry Transfers)

<u>SET #</u>	<u>ROAD</u>	<u>CARTYPE</u>	<u>HERALD STYLE</u>	<u>SERIES</u>
236	BCR	40' Box	Dogwood	4101-4303 8'Door*
237	BCR	50' Aux Door	Dogwood	40400-41084
238	BCR	61' WCH	Dogwood	
255	BCR	55' Blkhd Flat	Dogwood	16000-16149
256	BCR	52'8" Blkhd.Flat	Dogwood	16338-17449
391	BCR/CN	100 T. Coal Gondola	Dogwood	
13	PGE	40' Box	Cariboo	4000-4072
80	PGE	40' Box	Block	4000-4072 6' Door**
83	PGE	40' Insulated Box	Block	8000-8011
84	PGE	40' Box	Map	4000-4072/4100-4300
64	PGE	50' Plug Door	Map	4601-4750
85	PGE	40' Steel Reefer	Map	820-844
86	PGE	52' Gondola	Cariboo	9019-9275
87	PGE	52' Gondola	Block	9019-9275
88	PGE	52' Gondola	Map	9019-9275
89	PGE	40' Wood Reefer	Cariboo	810-819
90	PGE	36' Wood Stock	Cariboo	505-593
93	PGE	40' Steel Reefer	Cariboo	820-844
123	PGE	Wood Caboose	Mineral Brn/Cariboo	1800
124	PGE	Wood Caboose	Yellow/Block	1800
191	PGE	40' Steel Reefer	Cariboo	820-844
379	PGE	50' Aux. Door	Map	5100-5399

\* 4001-4072 6'Door

\*\*4104-4300 8'Door

### CHAMP (Decal)

HN 142/N142      PGE      ROAD NAME      WHT LETTERING

### HERALD KING (Decal)

B230	BCR	50'Box	Dark Green
C230	BCR	Caboose	2 Tone Green
G230	BCR	Gondola	Dark Green
G231	BCR	Chip Hopper	Green
H231	BCR	Pressure Flow Hopper	2 Tone Green
L230	BCR	Diesel-Hood	2 Tone Green
T231	BCR	Tank	Dark Green
B240	PGE	50' Box	Dark Green
C240	PGE	Caboose	2 Tone Green
L240	PGE	Diesel-Hood	2 Tone Green

### WALTHERS (Decal)

284770	BCR	Diesel-White Lettering	(Listed for GP-SD Series!)
151160	PGE	40' Box-Block Style	(For 2700-2710 Series)

CDS transfers available in HO, N, S, and O scales  
Champ decals available in both HO and N scales.  
Herald King decals are HO scale.  
Walters decals: BCR (HO, N, O) and PGE (HO and N).

### INTERCHANGE

WANTED: color slides of BCR freight cars. Carter Cram, 3145  
Valentine Lane, Redding, CA 96001.

WANTED: color slides and prints of PGE freight cars. David Barone,  
POB 891, Lombard, IL 60148.

TRADE: photocopies of PGE/BCR rosters from Official Railway  
Equipment Registers. Jim Moore, 27 Dwight, Hillcrest, NY 10977-3104

### NEXT ISSUE

\*\*\*Part two in our series on chip hoppers  
\*\*\*Data on upgrading the Atlas C425 diesel to BCR prototype  
\*\*\* Info on PGE/BCR paint colors

We would like your assistance in developing the following items for  
future publication:

\*\*\*Info on modelling the GE seventy-ton diesel using the  
Bachmann/Spectrum model  
\*\*\*Details on producing a BCR rail diesel car  
\*\*\*Compilation of a PGE/BCR bibliography

Send all contributions to: Jim Moore, 27 Dwight Avenue Hillcrest,  
New York 10977-3104. All contributions will be acknowledged.