



The CARIBOO

Published by the BC Rail Historical & Technical Society



Issue 12

April 1993

NEWS ITEMS

Compiled by Jim Moore

Arson is suspected in a fire that gutted the BC Rail Squamish passenger depot. The fire, labeled suspicious by the Squamish fire department, started at the centre of the building early on Monday, January 18. A nearby resident called in the alarm at 1:33 a.m. after seeing smoke rising from the building. Twenty five fire fighters toiled until dawn extinguishing the blaze.

The depot sustained major structural damage, and was demolished the following day. BCR brought in a portable trailer as an interim measure, and plans are underway to build a new facility on the site. ("The Squamish Chief" via Andy Barber)

(Ed Note: In this issue, we are pleased to present scale drawings of the former Squamish station. These drawings are the result of collaborative efforts by frequent "Cariboo" contributor Ron Tuff and Dennis Krout.)

The first phase of the North Vancouver Yard rebuilding and track realignment program has been completed. As a result of the yard reconfiguration, most car repairs are now carried out by the Mobile Yard Repair Units. This switch from the procedure of spotting cars on the old rip tracks next to the locomotive shops has resulted in 35% fewer cars being removed from service for shop repairs over the past few months.

The two story dry and lunch room for carmen and shop employees has been moved from its location adjacent to the motive power shops to a new spot opposite the open air reload shed (just north of the intermodal tracks). (Mike Blusson)

Plans to develop a golf course in Porteau have missed the tee due to lack of developer interest. BC Rail's original goal was to have a developer build a golf course and residential units on a plateau above the Squamish Highway, just south of Porteau Provincial Park. But a September newspaper ad failed to produce an acceptable proposal. ("Briefly")

"We've definitely found our niche in the market!". That's how BC Rail Mechanical Manager Singh Biln has described the Railway's successful sale of centerbeam car kits. BC Rail is the first railway in North America to produce and market this type of centerbeam kit.

The Railway launched an aggressive marketing campaign last fall. CP Rail ordered 150 kits in 1992, and wants 100 more this year. Ontario Northland is testing two kits. Plus CN, Norfolk Southern, and Silver Stake Trading have made enquiries.

BCR's Squamish Mechanical Department designed the kits five years ago. ("Briefly")

A new requirement by the American Association of Railroads could mean big changes in the way BC Rail tracks its cars.

The AAR has endorsed a program that requires any car on American railroads after January 1, 1995 be equipped with a special electronic tag.

Computerized readers on track sides would electronically monitor which cars have passed. Seven thousand of the Railway's cars are slated to receive tags. These are the cars that normally cross into the U.S.

It is also possible that the current BC Rail "hot box" system could be updated to read the tracking tags. ("Briefly")

THE TEAM

PUBLISHER: JIM MOORE
 EDITORS: ANDY BARBER
 MICHAEL BLUSSON
 GREG M. KENNELLY
 PAUL CROZIER SMITH
 CONTRIBUTORS: KELLEY KORBIN
 DENNIS KROUT
 RON TUFF
 RICHARD YAREMKO

CLOSING DATE FOR OUR NEXT ISSUE IS THURSDAY, JUNE 24.

ALL CONTRIBUTIONS TO "THE CARIBOO" ARE WELCOME. IT IS HELPFUL IF SUBMISSIONS ARE ON A 3.5" DISKETTE IN IBM-PC WORDPERFECT 5.1 OR AS A "FLAT" ASCII FILE. ALTERNATIVELY, CONTRIBUTIONS MAY BE TYPEWRITTEN.

ALL SUBMISSIONS ARE SUBJECT TO EDITING AS A CONDITION OF PUBLICATION. MATERIAL WILL BE RETAINED BY THIS PUBLICATION UNLESS OTHER ARRANGEMENTS HAVE BEEN AGREED UPON IN ADVANCE.

THE EDITORS ENCOURAGE SUBMISSION OF PHOTOGRAPHS AND ILLUSTRATIONS WHICH HELP REINFORCE THE CONTENT OF THE ARTICLE SUBMITTED. APPROPRIATE CAPTIONS SHOULD BE INCLUDED. PHOTOGRAPHS MAY BE EITHER BLACK AND WHITE PRINTS, COLOR PRINTS, OR COLOR SLIDES.

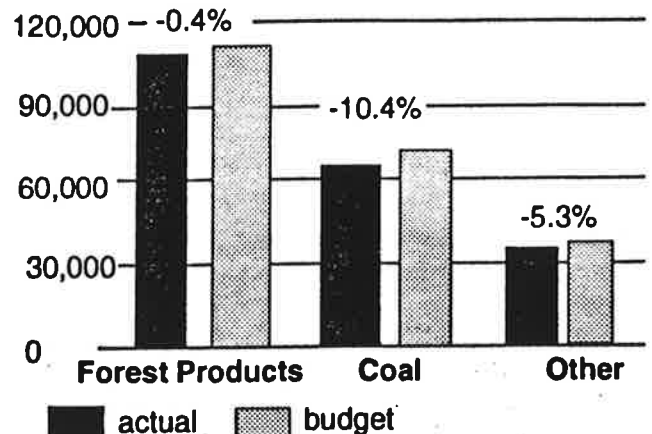
AUTHORS ARE RESPONSIBLE FOR ALL ORIGINAL STATEMENTS MADE IN THEIR WORK. SUBMISSIONS ARE ACCEPTED WITH THE UNDERSTANDING THAT THEY ARE NOT UNDER CONSIDERATION ELSEWHERE.

"THE CARIBOO" IS COPYRIGHTED AS A COLLECTION, AND RETAINS ALL RIGHTS TO EDITORIAL CHANGES, DESIGNS, AND ARTWORK USED IN FEATURES.

SOURCE: BC RAIL "BRIEFLY"

HOW'S BUSINESS?

Total carloadings for 1992



Total carloadings of 214,433 for 1992 were 4.4% below budget and 2.1% below carloadings in 1991.



Forest Products - Lumber eastern rail (13.1% below budget, 6.3% below 1991) expectations were not met because of poorer than expected performance in the U.S. housing market. Originating pulp shipments (-7.6%, -1.0%) suffered due to a provincial pulp strike in June and July. Log shipments (+8.7%, +76.9%) were strong due to favourable weather and an increase in Takla Operations.



Coal - Shipments from Tumbler Ridge (-10.4%, -8.7%) were hurt by coal production difficulties, a native blockade and a washout on the CN mainline.



Bulk/Intermodal - Drought conditions in the Peace River region contributed to a poor crop year and fewer grain shipments than expected (-6.4%, -7.2%). Chemicals (-24.2%, -0.8% declines, partly because of plant closures in Squamish and the pulp strike. LPG (-21.8%, +9.6%), although much stronger than last year, was below expectations due to natural gas supply constraints. Sulphur (9.0%, 11.3%) improved as a consequence of increased production of natural gas from plants in Fort St. John and Fort Nelson.

Year in Perspective

Projected 1992 U.S. housing starts of 1.2 million represent an improvement of about 20% from starts experienced in 1992.

Dimensional lumber prices are reaching historically high price levels. Higher prices due to supply restrictions in the U.S. caused by increased environmental pressures and harvesting of smaller, second-growth logs.

Mine Development Certificates were granted for the Mount Polley gold and copper mine near Williams Lake and the Stronsay lead and zinc mine near Williston Lake. Financing and remaining permits are now being sought for both projects.

Lumber prices have broken all historic records and are continuing to rise. That's good news for BC Rail and its customers. The Council of Forest Industries of B.C. attributes the record prices and demand to a lack of timber supply in the U.S. and Canada, along with a low Canadian dollar. BC officials believe the high demand may be an indication that the North American economy is making its way out of the recession.

The Railway is operating at full capacity trying to meet customer demand for cars. One hundred new 73' centerbeams arrived in February. ("Briefly")

In 1990 BC Rail spent \$7,000 doing maintenance on each of its 25 cement/lime pressure hopper cars performing general maintenance.

The Railway attributes these high costs to the 30 year old aeration system technology in use on the cars. This old system does not work efficiently with today's loading and unloading procedures. As a result, the cars often clog up and require constant repairs.

Fortunately, BCR has found a solution to this costly problem. The Mechanical Department is installing kits (on two prototype cars) to upgrade the aeration systems. If an improvement is noted, the entire fleet will be retrofitted (by the end of June). ("Briefly")

In early February, BC Rail introduced a Volume Incentive Program to increase sales and reward its regular customers.

Under the program, BCR negotiates a confidential "threshold" number of cars that each mill is expected to ship weekly. Once a mill exceeds the weekly threshold, BCR pays them \$500 for each additional car they ship. The VIP is an aggressive effort to recover market share from the trucking industry. (Paul J. Crozier Smith)

One of BC Rail's rail grinding crews made its way out to Edmonton late last fall. The Engineering Department secured a contract with the City of Edmonton to grind 14 km of track and seven turn-outs on the City's Light Rail Transit system.

A switch grinder was transported aboard one of the Railway's intermodal trucks. The City paid BC Rail about \$77,000 for the service. ("Briefly")

BC Rail has teamed up with Centra Gas and the Municipality of Whistler to provide a less expensive and more environmentally friendly heating option for Whistler residents.

Centra Gas has installed a propane pipeline in Whistler so residents will have the option of having their homes and businesses heated by propane. Whistler agreed to the pipeline provided that none of the propane would be transported by truck along the Sea to Sky Highway. That was good news for BC Rail because it meant that the commodity would be transported by rail.

In November, a four car siding was completed at Mons for propane shipments from Taylor. It is expected that the initial traffic level will consist of about 80 tank cars a year. ("Briefly")

On February 1, BC Rail officials confirmed that the company was negotiating to purchase Vancouver Wharves. VW is a major Port of Vancouver terminal, handling five million tonnes of cargo in 1992. It is owned by a group of four private investors. The Railway declined to discuss specifics, and would not say when it expects a deal to be announced.

Vancouver Wharves handles a wide range of products including mining concentrates, methanol, pulp and paper, fertilizer, potash, and sulphur. It also handles zinc from Alaska's Red Dog mine for

"CARIBOO" SPECIAL REPORT

Andy Barber

An investigation has linked an attempted robbery with the fire that destroyed the Squamish Terminal. Investigators called the fire "incendiary in nature". What is known for sure is that someone broke into the empty terminal from a back window and unsuccessfully tried to access the station's vault with a chisel. The vault was located in the building's machine room, where the fire began.

On Sunday morning, January 17, some ten hours after the Squamish Station was gutted by fire, BCR locomotive engineer Joseph Mazur took the accompanying photograph from the roof of his diesel unit.

Later that day, BC Rail work crews moved onto the site to tear down the depot's charred remains. Shortly thereafter, a temporary building was placed on the same site.

At press time, BC Rail was considering several options regarding a replacement facility. The choice centers around the new station's design, cost, and location.

As of March 1, the general design parameters were: 1) a one floor structure with an "old-fashioned" style roof (i.e. 1920-30 period), or 2) a two floor structure, with roof and overall design similar to the Railway's Lillooet Station.

The locations under consideration are: 1) the existing site, or 2) relocating to nearby Squamish Yards (approximately 800' north of the road crossing).

According to Walt Ament, Manager Planning and Design. a September 1993 construction start date is anticipated.



JANUARY 17, 1993
JOSEPH MAZUR

What we're moving

A list of the major commodities BC Rail ships

Forest Products — 62% of freight revenue —	Commodity	Where it originates	Where it goes	What it's used for
	Woodchips	Lumber mills between Lillooet and Fort Nelson	Pulp mills between Quesnel and Taylor also to Fibreco Export in North Vancouver and coastal pulp mills	Making pulp, newsprint and paper
	Lumber	Lumber mills between Squamish and Fort Nelson	North American and overseas markets	Home construction and renovation
	Pulp, Paper and Newsprint	Pulp mills between Taylor and Quesnel and paper mills in Prince George and Mackenzie	Most is unloaded in Squamish and North Vancouver for export markets	Pulp is mainly used by offshore paper-making facilities. Paper and newsprint are sold as finished products
	Logs and Poles	Majority from Takla and Niteal	Sawmills in Prince George and Fort St. John areas	Lumber products and poles
Bulk Products — 31% of freight revenue (19% coal) —	Panel Products	Panel product mills between Lillooet and Fort Nelson	North American and overseas markets	Oriented-strand board and plywood are used in construction and renovation, veneer is shipped to plywood mills
	Coal	Mined at Quintette and Bullmoose mines near Tumbler Ridge	Japan via Prince Rupert Terminals	Metallurgical coal is used in the steel making process
	Sulphur	Fort Nelson and Pinesul Mines (Sulphur is a by-product extracted from natural gas)	Pelletized sulphur is exported via Vancouver Wharves. Molten Sulphur is delivered to the S.E. U.S.A.	Converted into sulphuric acid and used to produce agricultural fertilizers.
	Chemicals	CanadianOxy in North Vancouver, FMC in Prince George and Marsulex in Prince George	Pulp mills along our line and on Vancouver Island	Hydrogen peroxide, caustic soda and sulphur dioxide are used in the pulp-making process
	Liquid Petroleum Gas	Westcoast Energy's McMahon Gas Plant in Taylor	BC Rail line points, Lower Mainland, Alberta and U.S. Pacific Northwest	Energy source used as fuel for heating and for automobiles
	Concentrates	Copper concentrate from Gibraltar Mines in Williams Lake (we handle all the copper from that mine)	Pacific Rim (mainly Japan) via Vancouver Wharves	Used to make copper and for industrial automotive purposes
	Grain	Elevators in Peace River, Fort St. John, Dawson Creek, Buick and Taylor	Most exported via Prince Rupert (Wheat and Barley) or Vancouver (specialty products like Canola). Twenty per cent sent to Quesnel, Williams Lake and the Fraser Valley	Used as a food source, also domestically used for cattle and poultry feed.
	Other	Various line points, mainly the Lower Mainland	North to mills and distribution centers in Fort St. John, Fort Nelson and Prince George	Machinery, cement, lime, steel etc. used as building supplies for construction and industrial sites
Intermodal — 7% of freight revenue —	Petroleum	Refineries in Edmonton (interchanged at Prince George)	Various line points	Local industry consumption
	Beverages	Lower Mainland suppliers — Coca-cola, Gray Beverage, Labatts, Molson and Liquor Board	Points between Williams Lake and Fort Nelson and west of Prince George to Prince Rupert	Consumption
	Foodstuffs	Major Lower Mainland food suppliers	Prince George, Dawson Creek, Quesnel and Williams Lake	Consumption
	Chemicals	Road salt from Lower Mainland supplier	Quesnel and Prince George	Used for roads in winter
	Lumber	Lumber mills from Williams Lake and north	North Vancouver for local and overseas markets	Home construction and renovation
	Pulp and Paper	Prince George and Quesnel mills	North Vancouver, mainly for export markets	Offshore paper-making
	Furniture and Appliances	A variety of Lower Mainland suppliers	Prince George and north	Home furnishing
	Less than Truck Load (L.T.L.)	Variety of Lower Mainland suppliers	Williams Lake, Quesnel and other points north and west	A variety of goods for local consumption

BC RAIL'S SQUAMISH TERMINAL **BY RON TUFF**

Introduction

The Town of Squamish has always been an important terminal on the Railway. Until 1957, the Squamish station served as the southernmost point on the Pacific Great Eastern. Prior to this time, the PGE's sole connection with the rest of North America was via the Union Steamships' vessels and railway barges.

The first Squamish depot was built in the early 1900s, and was located on the dock lead (at then mile 1.04), along the western side of the mainline.

In June 1956, trackage was completed from North Vancouver, along Howe Sound, and into Squamish. The new trackage joined in at mile 1.61, bypassing the original station and dock facilities. This junction became mile 38.98 (as measured from North Vancouver). PGE trains continued to use the former station, by first pulling past (north of), and then backing down, the dock spur. This procedure continued until the Squamish depot was officially opened in the summer of 1957. The former station was demolished shortly thereafter.

The present Squamish depot is located on the east side of the mainline at mile 39.17. The north leg of the wye leading to the dock remains in service today, acting as a layover track for the Royal Hudson's coaches during its servicing at Squamish.

Station Construction 1957

The station measures 24' x 100', and originally contained a baggage room, waiting area, station agent, roadmaster, terminal supervisor, and telecommunications department. The architectural style is a unique single story design built entirely of wood.

The 1956 construction drawings called for poured concrete footing 36" deep. Floor joists were laid upon these, which resulted in a lack of basement area. Standard wood wall studs were sheathed with 1/4" plywood, then covered with 10" high Cedar Forest bevel siding. This siding was painted a light green color, while doors were boxcar red, and roof edging and other trim were a contrasting dark green. A unique style of triple-hung window was used. (Ed Note: This may be one of the more difficult aspects of the station to duplicate. Appropriate window castings are not commercially available.) The accompanying floorplan indicates the various window sizes required. The depot has received several renovations over the years, and the present windows are the more common double-hung style.

Five 12" x 12" recessed lights were originally installed under the depot's front eaves to illuminate the front platform area. (The station's eaves have an eight foot overhang.) A 200' long by 16' wide asphalt walkway runs across the front (west side) of the structure. A 100' by 5' asphalt walk lies along the east elevation. The eastern face contains an extra row of siding, as the surrounding terrain slopes away at the depot's sides, and therefore is lower across the rear.

One-half inch thick felt sheets are drenched with tar, and then bonded to the 1:24 pitch roof. An eave trough with two downspouts was placed at each corner of the eastern elevation.

My photographs (taken in October 1976) show that the depot was still painted a light green colour. However, it now included sheet metal roof edging. The doors and window trim remained a dark green. The station name, "Squamish", appeared in black lettering on a white background above the operator's window and at both ends.

Major Renovations

The station was renovated during 1989-90, when drywall and suspended ceilings were installed.. The baggage room door (west elevation) was removed and covered over. A door and double hung window set was installed (in the baggage room area) on both the west and east sides. The middle window on the north elevation was removed, and two "remaining" window assemblies replaced with single pane versions. Additional lights (6"x12"x6") were mounted under each end of the eastern elevation overhang as well as under the north elevation eaves.

Aluminum clapboard siding (style 5" beige coloured) was installed. The roof edging, doors, and window trim were painted a tuscan colour. New station signs replaced the three old ones, indicating "BC Rail" in red and white, with "Squamish Depot" underneath in black on a white background. Finally, the train order board which was located above the operator's window was removed.

The station was originally located on a passing siding on the east side of the mainline. Recently, this siding was disconnected at the north end. This stub siding is now used to occasionally store M.O.W. equipment.

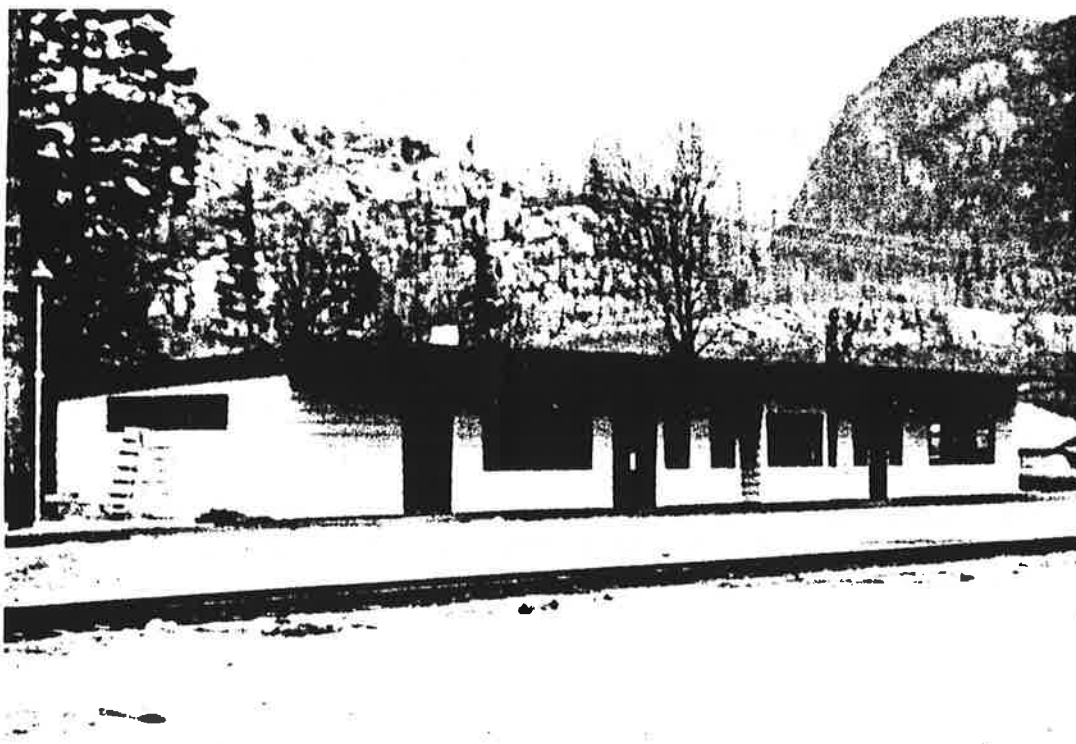
Station Mock-Up

If you have already decided to include Squamish on your model version of the Railway, try photocopying the accompanying elevation drawings. Glue them to some Bristol Board with rubber cement, and cut out with a sharp X-Acto knife. Reinforce each corner with some 1/4" square stripwood, then white glue on a black Bristol Board roof. Remember, the station will not sit flat until you remove the bottom row of siding on the rear (eastern) elevation. Unless of course, your station site already slopes away from the track. This cardboard mock-up will give you an idea as to how much real estate the depot will require on your layout. Additionally, it will provide a temporary shelter for your passengers until you are ready to scratch built the model. And I'll have some thoughts on that project in an upcoming issue of "The Cariboo".

The accompanying drawings were produced using AutoSketch. My thanks go to Dennis Krout, who spent countless hours converting Andy Barber's field measurements, Greg Kennelly's Railway blue prints, and my pencil sketches into the professional quality drawings published herein. Without the assistance of these three people, this article would not have been possible.

Additional historical information was obtained from "The Pacific Great Eastern Railway (v. 1 and 2)", by Timothy J. Horton (BRMNA, Calgary AB). Also photographs from the Collections of Andy Barber, Greg Kennelly, Jim Moore, and myself.

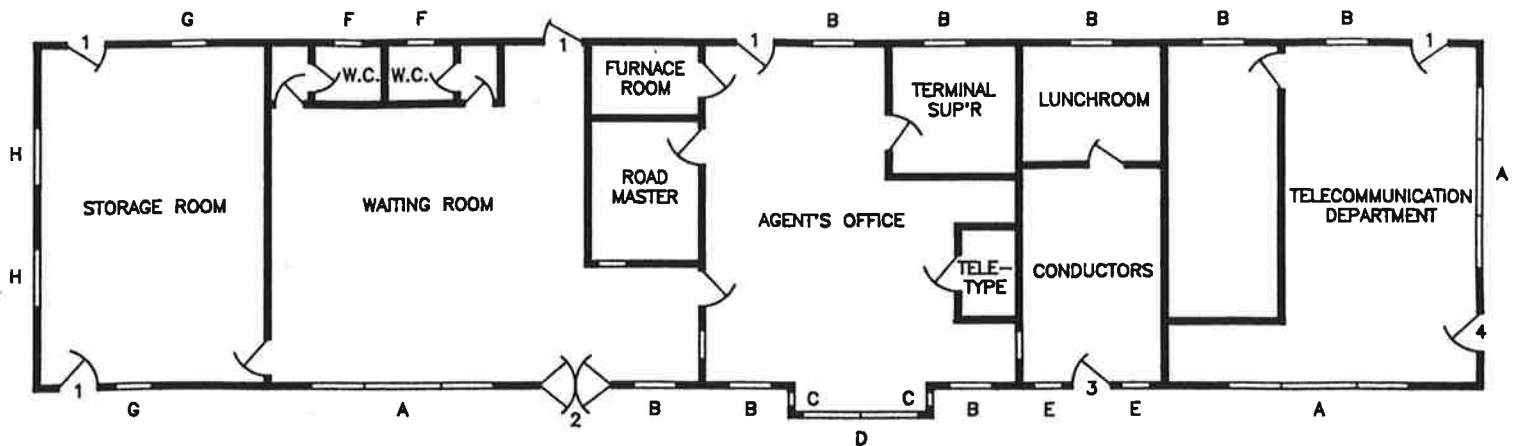
Ed Note: On 18 January, a fire of suspicious origin destroyed the Squamish station. For full details, see this issue's "News Items" section.



APRIL 22, 1957
PHOTO BY WM. H. HEWLETT
COLLECTION OF PNR

SOUTHWEST CORNER
SEPTEMBER 1991
PHOTO BY JIM MOORE



WINDOWS:

A	TRIPLE	HUNG	48" x 150"	WIDE
B	TRIPLE	HUNG	48" x 36"	WIDE
C	TRIPLE	HUNG	48" x 12"	WIDE
D	TRIPLE	HUNG	48" x 96"	WIDE
E	TRIPLE	HUNG	48" x 24"	WIDE
F	DOUBLE	HUNG	24" x 24"	WIDE
G	DOUBLE	HUNG	42" x 30"	WIDE
H	SINGLE	HUNG	24" x 48"	WIDE

DOORS:

1	WITH WINDOW	32" x 80"	HIGH
2	WITH WINDOW	30" x 84"	HIGH
3	WITH WINDOW	32" x 84"	HIGH
4	WITHOUT WINDOW	32" x 80"	HIGH

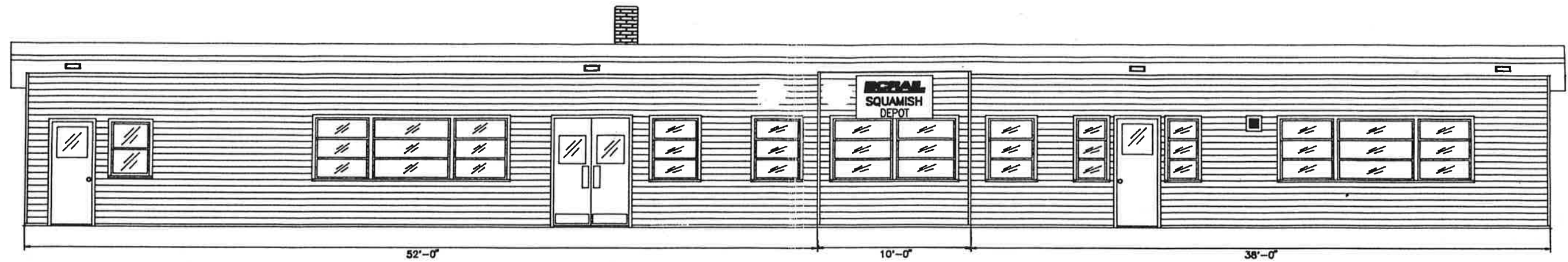
NOTE: ALL WINDOWS AND DOORS HAVE
ADDITIONAL 2 1/2" TRIM

BC RAIL SQUAMISH STATION – FLOORPLAN

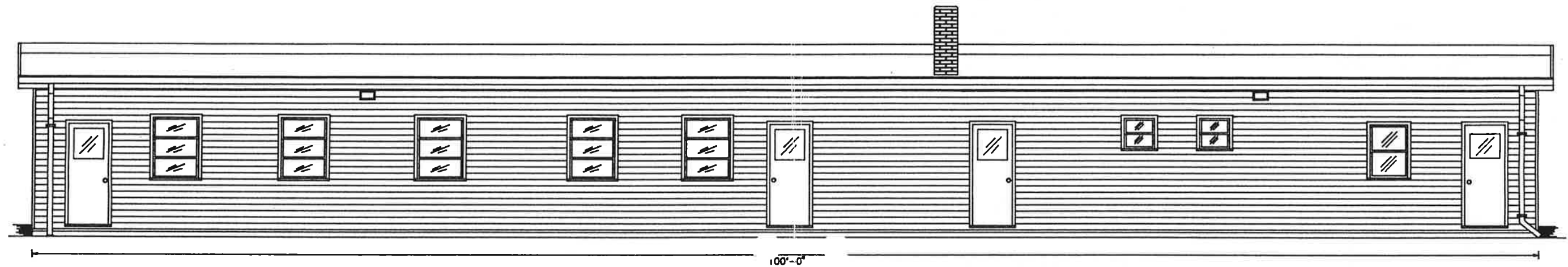
Drawn by Dennis Krout (all rights reserved)

Based on 1956 P.G.E. Construction Drawings

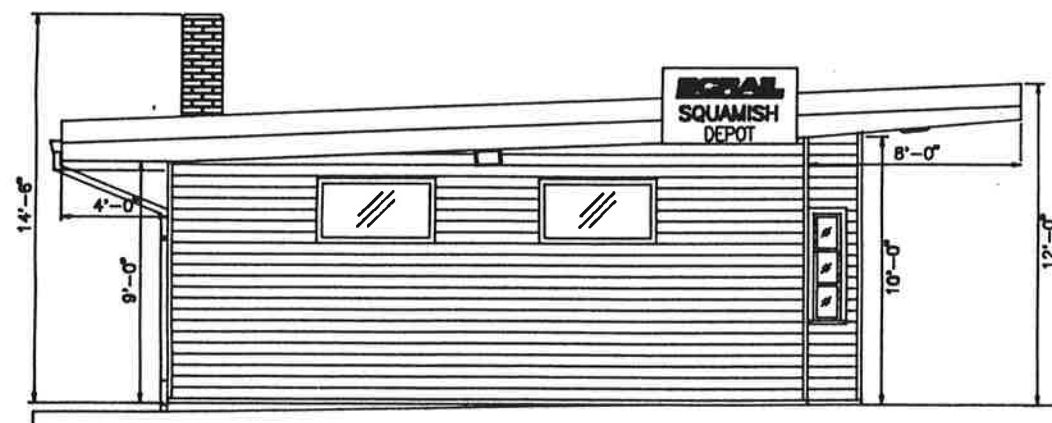
Drawn Dec. '92 Scale: 160 to 1



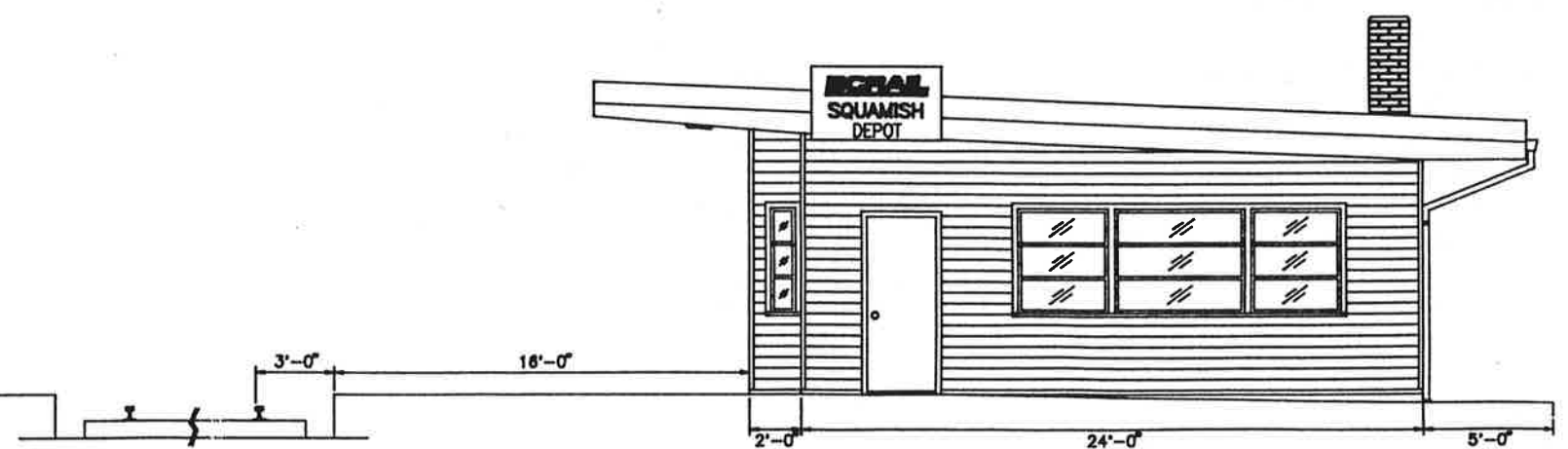
WEST ELEVATION



EAST ELEVATION



NORTH ELEVATION



SOUTH ELEVATION

BC RAIL SQUAMISH STATION – ELEVATIONS
 Drawn by Dennis Krout (all rights reserved)
 Field Measurements Jul. '92 by Andy Barber
 Drawn Dec. '92 Scale: 87.1 to 1

MOTIVE POWER NOTES

Compiled by Paul J. Crozier Smith

Dash 8-40CM #4605 returned to the rails in November after spending several months in the Squamish locomotive rebuild center. 4605 was shopped after suffering derailment damage last year. The unit passed through the paint shop on November 17. (Mike Blusson)

The 1992 CRS-20 Cat rebuilds were as follows:

610	February 19	614	March 26
607	June 12	624	July 17
620	October 2	605	November 12

All dates refer to the date on which the engine passed through the paint shop. (Mike Blusson)

At present, only one RS-18 is undergoing rebuilding--this is unit 619 (original two tone green scheme). CRS-20 #606 was at Squamish on January 19 getting some final interior touches, as well as cosmetic additions such as lights and number boards. This unit had received a new paint job about one week earlier. (Mike Blusson)

As noted in a previous issue, electric unit GF6C #6005 was in Squamish undergoing rebuilding as a result of derailment damage sustained after hitting a rock slide. 6005 was repainted on May 24 and returned to service on the Tumbler Sub shortly thereafter. It is presumed that this electric unit is the first to wear the revised red, white, and blue scheme. (M. Blusson)

The two remaining C425s were spotted in Squamish recently. 802 and 811 (both in original two tone green) are both running and hopefully will be so for sometime to come. (Mike Blusson)

More C425 news: Retired units 801, 809, and 810, which occupied space in the Squamish bone yard for several years, were finally disposed of last summer (presumably scrapped). This leaves 800 and 812 at Squamish for parts (both units still relatively intact). (Mike Blusson)

Further GF6C sightings: On January 19, units 6004 and 6006 were in the rebuild center, while 6007 was in the light maintenance shop over-top the transfer table. (Mike Blusson) (Ed Note: GF6C #6007 was seen departing North Vancouver for Prince George on January 30.)

The removal of the C425s leaves only RS-3s in the bone yard. These include 569 (chopped nose), 570, 576, and 578. (Mike Blusson)

More Remote Control Cars (RCC 1, RCC6, and RCC 9) were removed from the Squamish shop area and were presumably scrapped during the summer of 1992. Still stored (as of mid January) at Squamish are RCC 3 and the RCC painted in Via Rail colors for the movie "Narrow Margin". (Mike Blusson)

ROLLING STOCK NOTES

Current car upgrading work at the Squamish shops includes 1) the addition of centerbeam load dividers to 52'8" and 66' bulkhead flats, 2) the rebuilding of 70 ton combination door box cars into 100 ton (new #s 100001 to 100xxx) combination door (pulp service) box cars (these are receiving new sliding doors), 3) the reconditioning of other 70 ton combination box cars (new #s 80001 to 80xxx (these cars are also receiving new sliding doors), and 4) the overhauling of TOFC flat cars. (Ed Note: Prototype test car 10000 was rebuilt May 18, 1989.) (Mike Blusson)

Last September, BC Rail took delivery of fifty brand new 50'6" (IL) combination door box cars. These cars are outside braced and were built between July and August 92 by Trenton Works (Nova Scotia). The car series is #100301 to 100350. (M. Blusson)

Dimensions: IL 50-6	CU FT 5277
IW 9-6	LD LMT 195,000
IH 11-0	LT WT 67,900

Main Door Opening 8-0 W
10-4 H

Total Door Width 14-0 W
 10-4 H

By the end of 1992, BC Rail had placed orders for 50 more of these 100 ton pulp box cars. Additionally, an order for 100 more 73' centerbeam bulkhead flat cars was placed with the National Steel Car Corporation.

Contained within this issue of "The Cariboo" is a listing pertaining to the first phase of rebuilding for the 62'9" log flats. These cars were converted (at the Squamish shops) from 52'8" bulkhead flats. All completed cars are in service on Takla/Driftwood log trains. (Mike Blusson)

INTERCHANGE

WANTED: Photos, drawings, dimensional data re BCR's Fairmont Speeder. Laszlo Dora, 47 Taylor Drive, Toronto, ON M4C 3B4.

MODELING DATA sought for producing HO scale version of PGE GE 65T diesel. Using Spectrum 44T model as basis for kitbash. Has any modeling magazine published scale drawings or detail shots? Will publish feature in future "Cariboo". Contact Jim Moore, c/o "The Cariboo".

ASSISTANCE SOLICITED for project to complete artwork for decal/dry transfer set for the orange and green PGE MLW scheme. Needed are clear photos showing the type style used for the following digits: 0,2,3,4,7, and 8. Photos should be "square on", emphasizing the cab side. Photo costs will be reimbursed. Please write before sending material. Greg M. Kennelly, 7739 Gray Ave., Burnaby, BC V5J 3Z7.

FOR SALE: Overland Models HO scale BCR Dash 8-40 CM (#4601-4622). Full body, OMI #5354. Mint condition, never run, in original box. Asking \$400 plus shipping (UPS insured). Jim Moore, 25729 Floral Court, Valencia, CA 91355-2139. USA.

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

FOR SALE or trade: PGE/BCR related memorabilia. Including switch keys, ball caps, badges, cloth patches, belt buckles, and decals/stickers. Paul D. Roy, 3874 Winlake Crescent, Burnaby, BC V5A 2G5.

WANTED: slides or prints of PGE/BCR motive power and freight equipment. Gary Herron, 3304 August Avenue, Omaha, NE 68144.

WANTED: slides/prints or diagrams depicting BCR motive power in the current red/white/blue color scheme. Also interested in obtaining Canadian style cab kits formerly produced by Prototype Replicas. Richard Popp, 1311 Timberlake Trail, Ft. Wayne, IN 46804.

WANTED: Prints of Howard Fogg's Alco/MLW publicity paintings. Richard Yaremko, 116 Deercross Road S.E., Calgary, AB T2J 6G7.

WANTED: color prints showing ends and sides of BCR Budd cars (5x7 or 8x10). Ken Rowlen, Box 683, 1018 S.W. Breakers Way, Waldport, OR 97394.

"Interchange" space is available only to subscribers in good standing. All adverts subject to editing. Inclusion based on space availability.

NEW PRODUCTS

Compiled by The Editors

Van Hobbies has released their brass HO scale CN/CPR steel, eight hatch ice reefers. But PGE/BCR fans needn't bust their bank accounts to purchase any. The model is of an older prototype than what the PGE ran. This means the model has hinged doors (instead of plug doors), along with "wrong" ends and roof. Maybe when Overland Models finally releases their long promised set of steel reefers, we'll get a PGE version. (Richard Yaremko)

Atlas Model Railroad Company is expected to release HO scale versions of Alco C-425s in British Columbia Railway's popular two tone green color scheme (lightning stripe). Two different road numbers are expected (802 and 812). According to our man in the know, look for these new diesels beginning late March.

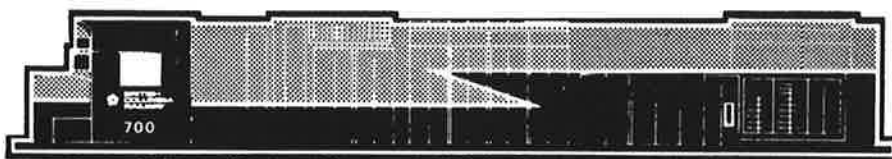
Signal Signs (West 727 Garland Avenue, Spokane WA 99205) is offering masonite wall plaques (of prototype railway heralds). Their PGE design measures 11.75"x10", the BCR herald is 15.5"x6". Both these plaques were printed in black and white. Contact Jerry Quinn at Signal Signs for pricing info.

RUMOR CONTROL: Herald King (Miller Advertising) has not decided to discontinue its line of PGE/BCR related decals. According to HK cheiftain Chris Miller, "About 5 or 6 years ago we considered removing these decals from our line, however, due to customer requests, we decided (at that time) not to discontinue them. We still have those sets in stock, and expect to continue to produce them." (Ed Note: There's a lesson therein. Support manufacturers of PGE/BCR scale products. They are in business to fill our needs.)

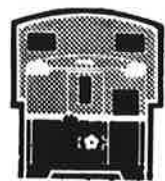
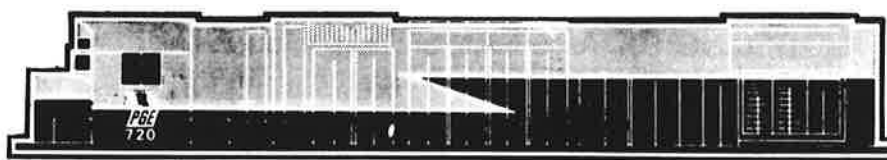
For the benefit of all, we have published diagrams for Herald King's PGE and BCR decal sets presently available.

SET No. L-230:

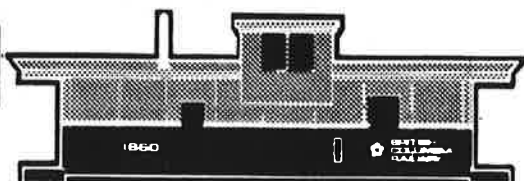
LIGHT & DARK GREEN DIESEL HOOD UNIT (1973) (White Lettering; White, Green & Orange Herald)

**SET No. L-240:**

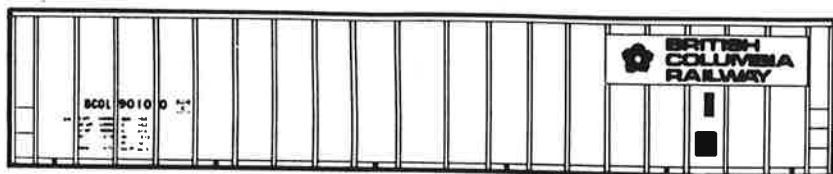
LIGHT & DARK GREEN DIESEL HOOD UNIT (1972) (White Lettering, Black & White Herald)

**SET No. C-230:**

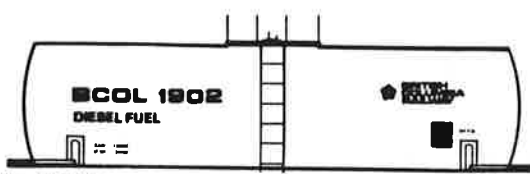
LIGHT & DARK GREEN CABOOSE (1973) Orange Platforms & Railings (White Lettering; White, Green & Orange Herald)

**SET No. C-240:**

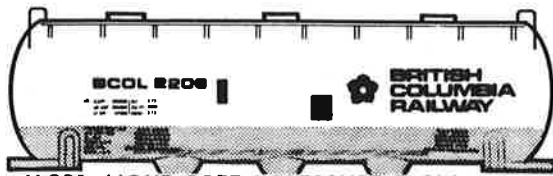
LIGHT & DARK GREEN WIDE VISION CABOOSE (1972) (White Lettering, Black & White Herald)

**SET No. G-231:**

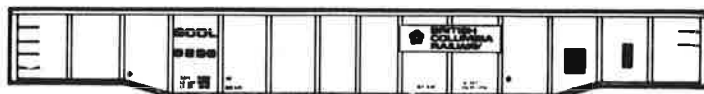
GREEN WOOD CHIP GONDOLA (4-72) (White Lettering; White, Green & Orange Herald)

**SET No. T-231:**

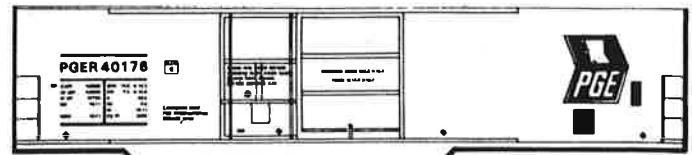
DARK GREEN TANK CAR (1973) (White Lettering; White, Green & Orange Herald)



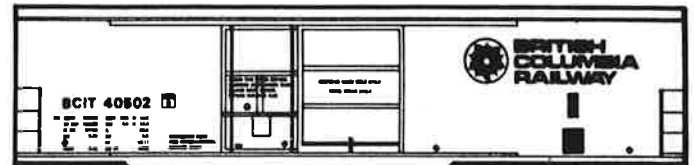
SET No. H-231: LIGHT GREEN PRESSURE FLOW HOPPER (9-72)
Dark Green Bottom & Underframe
(White Lettering; White Green & Orange Herald)



SET No. G-230: DARK GREEN GONDOLA (1973)
(White Lettering; White, Green & Orange Herald)



SET No. B-240: DARK GREEN 50' BOX CAR, Lt. Green Door (10-71) (White Lettering, White, Black & Grey Herald)



SET No. B-230: DARK GREEN 50' BOX CAR, Lt. Green Door (9-72) (White Lettering, White, Green & Orange "Flower" Herald)

NEWS ITEMS (continued)

transshipment to the Cominco smelter at Trail

According to company officials, VW's strength is that tonnage is fairly evenly split, which helps protect it from ups and downs in the international marketplace.

BC Rail ranks second in total tonnage at Vancouver Wharves. (Vancouver "Sun" via Mike Blusson)

In February, BC Rail announced that Teck Corp's Bullmoose mine has agreed to sell 400,000 tonnes of coal to nearby Quintette Coal Ltd. at a large \$10 a tonne discount. This, in effect, throws a lifeline to CN Rail, the Ridley Island port facility, and BC Rail. It means that the Japanese steel mills will receive full contract tonnage at the reduced cost of \$3.2 million a year. The railways and the port need the full tonnage amount to keep the price of handling a tonne of coal down. Thus Quintette will ship 4.35 million tonnes and Bullmoose 400,000 tonnes to bring the shipped coal to the contracted 4.75 million tonnes. (Vancouver "Sun" via Paul J. Crozier Smith)

BC Rail donated two surplus 70 foot bulkhead flatcars which will become the road bridge across the slough to access WCRA's Squamish Museum parking lot. (WCRA "News")

BC Rail will move some of its maintenance activity to Prince George (from Squamish) over the next five years. Squamish will continue to be the center for heavy locomotive work and freight car rebuilding activities. The Squamish shops are expected to begin rebuilding the Royal Hudson passenger coach fleet later this year. (WCRA "News")

As a supplement to Eric Johnson's report on North End activity (see "Cariboo" # 10): As of September 5, CRS20 #609 was serving as the Fort St. James yard switcher. Awaiting movement to Prince George were two loaded log trains with cabs 1852 and 1854. Units 643, RCL 686, and RCL 685 were at the Fort St. James yard to take one of the runs southward.

The trackage on the Takla extension (northwest from Fort St. James) is in fairly rough shape, but on-going maintenance and upgrading work is being done around trains. (Mike Blusson)

(Ed Note: Rails remain in place to Chipmunk (mile 309.5). Roadbed still in place to Dease Lake. Most culverts have not been washed out, and there has been minimal caving in of terrain cuts. The Stikine River bridge is in place, though badly rusted. No movement may be made north of mile 220.0 (Driftwood) without proper authority. CROR Rule 105 governs movement north of mile 220.0).

If things go well for BC Rail in the courts, and during bargaining and negotiating sessions, it won't be long before we see caboosless trains running between North Vancouver and Chetwynd and on the Tumbler Subdivision. A ruling late last September paved the way for caboosless operations by removing any legal means that the unions believed they had to block such a development. Indeed, on September 18, preparations were underway for testing an End of Train device.

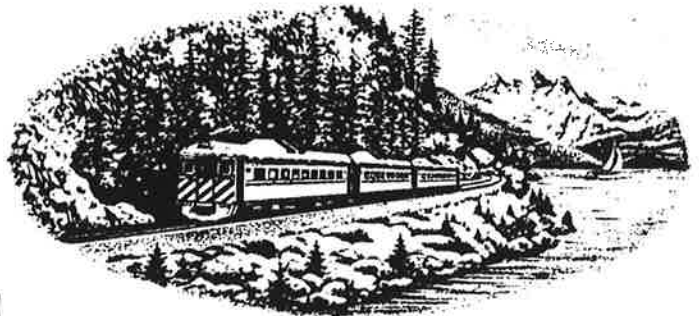
At North Vancouver, CN Rail "Transportation Car" #15100 (painted in Via Rail colors) was being readied to serve as a monitoring station for the test of Digitair EOT device #82102, with Dash 8-40CM #4612 on the northbound VP departing that evening. A run through to Chetwynd with the EOT unit in operation was the plan.

The word is that we may see caboosless trains on the Tumbler Sub later this spring.

The logical progression of use would then mean that mainline North Vancouver to Chetwynd trains would become caboosless. It is presumed that local freights and movements on the smaller subs would still operate with cabooses. (Mike Blusson)

We may already be witnessing the use of EOT devices on VP freights, as on January 17, at North Vancouver, Digitair "Freds" #81858 and #81758 were sitting on a rack outside the building serving as a maintenance shack for cabooses. They may have only been there for use on CN transfers east to the Lynn Creek yards, so at this point it is pure speculation. Also lending itself to speculation is the fact that train registry books are again in use at the North Vancouver yard office. The form has been revised, and the column that was marked for the train's caboose number has been removed from the ledger. (Mike Blusson) (Ed Note: As of January 30, all BC Rail trains still operated with cabooses.)

CONTINUED ON PAGE 20



As our circulation grows, so does demand for "Cariboo" past issues. A limited supply of original copies remains. (Others are available only as reprints.)

For the benefit of new subscribers, we are offering a selection (your choice) of any four back issues for the special price of \$16.00 U.S.

This offer will be honored through April 1993. Please make all checks/money orders payable to "Jim Moore".

RDC REPAINT LEDGER

Unit #	Comp Date	Unit #	Comp Date
BC-22	8 Dec 86	BC-30	5 Apr 90
BC-30*	4 Dec 89	BC-14	4 May 90
BC-31	18 Jan 90	BC-11	14 May 90
BC-33	1 Feb 90	BC-21	24 May 90
BC-12	6 Mar 90	BC-15	13 Jul 90
BC-10	14 Mar 90	BC-10	29 Jan 91
		BC-30	9 May 91

Data compiled by Michael R. Blusson.

Compilation date: 21 Jan 93

* First unit to be painted in r/w/b scheme.

Additions and revisions to this listing are welcome.

PGE-BCR HISTORICAL MOTIVE POWER REGISTRY (Part 2)

Compiled by Paul J. Crozier Smith

ROAD #	BUILDER	DATE	MODEL	SERIAL #	NOTES
551	General Electric	6/48	65T	29951	sold 7/51 to Jamieson Construction returned to PGE early /54 sold 6/56 as MacMillan Bloedel #1012(2)
552	GE	2/49	70T	30037	retired /62
553	GE	2/49	70T	30038	sold 6/60 as Sydney & Louisburg #60
554	GE	6/49	70T	30177	sold 1/65 as Gulf Pulp & Paper #65
555	GE	6/49	70T	30178	sold 4/64 as Marathon Pulp & Paper #555
556	GE	2/50	70T	30440	sold to Lk Ontario Steel (#1) 1/65
557	GE	2/50	70T	30441	sold to Western Co-op Fertilizers
559	Alco	9/50	RS-3	78302	ex Lk Superior & Ishpeming #1605 purchased 8/72 rebuilt to slug #405
560	Alco	5/53	RS-3	80478	ex LS & I #1606 purchased 8/72 (corrects "Cariboo" #9) rebuilt to slug #404
561	MLW	5/51	RSC-3m	76104	retrucked as RS-3 /55 retired 10/85 sold to WCRA /86
562	MLW	5/51	RSC-3m	76105	retrucked as RS-3 /55 retired 1/86 rebuilt to slug #410
563	MLW	6/51	RSC-3m	76106	retrucked to RS-3 /55 retired 7/82
564	MLW	6/51	RSC-3m	76107	retrucked to RS-3 /55 wrecked at Beaton 19 Sept 80 rebuilt to slug #401
565	MLW	6/51	RSC-3m	76108	retrucked to RS-3 /55 retired 1/86 rebuilt to slug #409
566	MLW	6/51	RSC-3m	76109	retrucked to RS-3 /55 retired 10/85 rebuilt to slug #407
567	MLW	6/52	RSC-3m	77698	retrucked to RS-3 /55 retired 12/84 rebuilt to slug #406
568	MLW	6/52	RSC-3m	77699	retrucked to RS-3 /55 wrecked at Williams Lk 4/84 retired 6/84
569	MLW	7/53	RS-3	79121	wrecked 1/70 RS-10 short hood installed retired 1/86
570	MLW	8/53	RS-3	79122	retired 10/85

571	MLW	8/53	RS-3	79123	retired /83 rebuilt as slug #402
572	MLW	7/54	RS-3	81012	wrecked at milepost 785.3 Morgan, BC on 11 Aug 60 retired 8/60 used as fill material @ wreck site
573	MLW	12/54	RS-3	81072	retired 1/86 rebuilt as slug #408
574	MLW	12/54	RS-3	81073	wrecked at milepost 551.5 Hodda, BC on 25 May 74 retired 5/80
575	MLW	12/54	RS-3	81074	wrecked 20 May 79, Prince George yards retired 5/80
576	MLW	5/55	RS-3	81204	retired 10/85
577	MLW	5/55	RS-3	81205	rebuilt as slug #403
578	MLW	5/55	RS-3	81206	retired 1/86
579	MLW	5/56	RS-10	81537	wrecked 22 Dec 85 @ Squamish yards retired 1/86
580	MLW	5/56	RS-10	81538	retired 1/86
581	MLW	5/56	RS-10	81539	retired 10/85 rebuilt 1/86 to RS-10u #606(2) using parts from #606
582	MLW	6/56	RS-10	81540	retired 10/85
583	MLW	6/56	RS-10	81541	rebuilt 10/84 to RS-10u #601(2) using parts from #601
584	MLW	6/56	RS-10	81542	retired 10/85
585	MLW	6/56	RS-10	81543	retired 1/86
586	MLW	6/56	RS-10	81544	retired 1/86 sold /86 to Prince George Rwy Museum
587	MLW	4/57	RS-18	81604	wrecked @ Prince George 17 Oct 83 retired 1/84 parts used to rebuild #583
588	MLW	4/57	RS-18	81605	
589	MLW	5/58	RS-18	82509	
590	MLW	5/58	RS-18	82510	
591	MLW	5/60	RS-18	83274	
592	MLW	5/60	RS-18	83275	wrecked at mile 474.4 @ Fraserview BC, 18 June 84 retired 11/84
593	MLW	9/60	RS-18	83276	
594	MLW	9/60	RS-18	83277	
595	MLW	6/62	RS-18	83281	

"THE CARIBOO" is published quarterly for enthusiasts and modelers of the Pacific Great Eastern Railway and its successor lines. Sample issues may be obtained for \$4.00 U.S. funds (posted to North American addresses). Send all correspondence to: Jim Moore, 25729 Floral Court, Valencia, California 91355-2139, U.S.A.

BC RAIL 62'9" LOG FLATS (STAKE CARS)

Compiled by Michael R. Blusson

NEW #	OLD #	REBUILD DATE	NEW #	OLD #	REBUILD DATE
10301	17019	23 Dec 91	10338	17148	12 Feb 92
10302	16439	30 Dec 91	10339	17437	12 Feb 92
10303	16822	6 Jan 92	10340	16874	13 Feb 92
10304	16831	9 Jan 92	10341	17241	14 Feb 92
10305	16396	10 Jan 92	10342	16434	14 Feb 92
10306	17280	13 Jan 92	10343	17133	17 Feb 92
10307	17113	14 Jan 92	10344	17407	18 Feb 92
10308	16821	15 Jan 92	10345	17171	18 Feb 92
10309	16981	15 Jan 92	10346	17432	19 Feb 92
10310	16461	16 Jan 92	10347	17445	20 Feb 92
10311	16514	17 Jan 92	10348	17402	20 Feb 92
10312	17211	17 Jan 92	10349	17400	21 Feb 92
10313	17328	20 Jan 92	10350	16727	24 Feb 92
10314	17397	21 Jan 92	10351	16694	24 Feb 92
10315	16737	21 Jan 92	10352	17062	25 Feb 92
10316	16632	22 Jan 92	10353	16402	26 Feb 92
10317	17197	23 Jan 92	10354	16582	26 Feb 92
10318	16836	23 Jan 92	10355	17370	27 Feb 92
10319	16899	24 Jan 92	10356	16718	28 Feb 92
10320	17381	27 Jan 92	10357	17085	28 Feb 92
10321	16431	27 Jan 92	10358	17112	2 Mar 92
10322	16605	28 Jan 92	10359	17165	3 Mar 92
10323	17149	29 Jan 92	10360	16929	3 Mar 92
10324	17284	29 Jan 92	10361	17243	4 Mar 92
10325	16451	30 Jan 92	10362	17384	5 Mar 92
10326	10791	31 Jan 92	10363	17294	5 Mar 92
10327	16838	31 Jan 92	10364	17027	6 Mar 92
10328	17182	3 Feb 92	10365	16470	9 Mar 92
10329	17367	4 Feb 92	10366	17195	9 Mar 92
10330	16700	4 Feb 92	10367	16679	10 Mar 92
10331	16958	5 Feb 92	10368	17077	11 Mar 92
10332	16401	6 Feb 92	10369	17413	11 Mar 92
10333	16420	6 Feb 92	10370	17316	12 Mar 92
10334	16436	7 Feb 92	10371	17349	12 Mar 92
10335	17081	10 Feb 92	10372	17352	13 Mar 92
10336	17115	10 Feb 92	10373	16600	13 Mar 92
10337	17313	11 Feb 92			

All cars rebuilt from 52'8" bulkhead flats.

All cars carry BCOL reporting marks.

NEXT ISSUE

MODELING BCR'S RADIO CONTROL CARS

TIGER VALLEY MODELS FOR THE BCR MODELER

AND THE MOST COMPREHENSIVE COVERAGE YOU'VE COME TO EXPECT!

The BC Provincial Government recently awarded a development certificate to Curragh's Stronsay mine concentrate project north of Mackenzie. The certificate will allow Curragh to proceed with plans for an underground mine and milling facility that eventually will process about 3500 tonnes a day.

If plans for the Squamish port are approved, the Stronsay project could become one of BC Rail's first anchor tenants at the new facility. Other products that could be shipped from the port include: lumber, pulp, petrochemicals, and other mineral concentrates. BC Rail officials say there's even the possibility that the Railway will consider leasing facilities for cruise ships. (Ed Note: See related story "Cariboo" #7) (BC Rail "Briefly")

BC Rail recently sold 171 of its 52'8" bulkhead flatcars to a railcar recycler. According to the Railway, lumber shippers did not like the cars, preferring the longer centerbeamed equipment instead. The Railway is trying to come up with alternative uses for the cars. Some have been converted to centerbeams. (Ed Note: See Mike Blusson's feature this issue). Breathable covers have been installed on others, for shipping lumber and hot pulp. Despite these efforts, BC Rail Fleet Management says that it won't be able to find a use for all the 52'8" flats. And that is why 171 were sold off.

The new owners plan to cut off the bulkheads on 100 of the cars and use them in intermodal service, modify 41 to make a rail train to carry continuous welded rail, and use the remaining 30 as logging bridges. ("Briefly")

The BC Rail car cleanliness program that was instituted last June has helped the Railway regain 600 cars a year of lost pulp traffic.

In early 1992, Northwood Pulp and Timber stopped using BC Rail to ship pulp to Fraser Surrey Docks because it found the

cars dirty and in poor mechanical condition. Northwood gave the business to CN Rail.

But in late November, BC Rail's Forest Products staff negotiated a two year deal with Northwood to regain their traffic starting January 1993. This new contract will substantially increase the Railway's revenues from Northwood for this calendar year. ("Briefly")

To meet the needs of its customers, on-line Finlay Forest Industries is increasing the content of recycled paper it puts in its newsprint. Finlay estimates that it will need about 20,000 tonnes of used newspapers a year to keep its waste recycling program going at its Mackenzie mill.

And BC Rail has started backhauling these papers for Finlay. The Railway was able to offer low rates for this service because many cars usually go north empty. ("Briefly")

For those of us in the south who think it's been a cold winter, try thinking about BC Rail employees north of Quesnel who have been freezing it out in temperatures ranging from -15 to -40 degrees!

BCR crews have been struggling through one of the worst winters in recent history. In fact on Boxing Day (December 26), the Railway had to close the Tumbler Subdivision because snow drifts over the tracks were up to four feet high. Snow removal equipment was used non-stop until December 30, when the line reopened. ("Briefly")

The world price and demand for sulphur--a big contributor to BC Rail freight revenues--has dropped to its lowest point in history. Last year's export price per ton was over \$100. This year it's below \$40. Sulphur's end use, which is mostly fertilizer, is not in as much demand anymore. ("Briefly")
