



The CARIBOO

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NEWS ITEMS

Edited by Jim Moore

The Tumbler Ridge operation celebrated its tenth anniversary on November 1. BC Rail's 129 km electrified line is the most sophisticated in Canada, and one of only four world-wide strung with 50,000-volt overhead. (The Province)

At approximately 5:25 p.m. on Friday, December 3, BC Rail passenger train #2 left the track near Creekside (Mile 106) after hitting a rock slide. Both cars are reported to have derailed causing injuries (Ed Note: None seriously.) to seven passengers and two crew members. The injured were transported to a medical clinic in Pemberton, while the remaining passengers continued to North Vancouver via hi-rail trucks.

For 24 hours prior to the accident, the area had been subjected to heavy rainfall. (Paul J. Crozier Smith)

Three year-old Keely Campbell of Red Rock (17 miles south of Prince George) was saved from serious injury on October 20 by a fast thinking BCR trainman. Keely had wandered away from her home and was reported missing to the RCMP. Fortunately for the child, the local constable had the foresight to notify the railway to the chance that she may have followed the nearby trackage. BCR engineer Ron Anderson and trainman Mervyn Peever spotted the little girl lying between the rails as they rounded a curve and hit the brakes. Peever, 62, realized just three car lengths from Keely that the train (PW20) would not stop in time. Peever scrambled down off the engine (#4618) and ran ahead grabbing the girl and jumping clear of the rails. Keely suffered a bump on the head (from the loco's fuel tank) as the train skidded past. The crew then gave the child a ride to Stoner where she was turned over to the local authorities. (Paul J. Crozier Smith)

Council of Trade Unions members voted 79% in favour of accepting contract recommendations

proposed August 22. The new collective agreement will last 36 months from January 1, 1993 to December 31, 1995.

The new agreement includes an employee bonus plan based on freight volume carried. ("Coupler")

In the center of this issue, we happy to include an editorial index for the first fourteen issues of "The Cariboo". This valuable resource was compiled by frequent "Cariboo" contributor Ron Tuff.

BC Rail's motorized speeders are being retired. These speeders, which operate between Mile 2.7 (Capilano bridge) and Mile 59.7 (Garibaldi), patrol just ahead of trains in mountainous areas while operators look out for rock falls.

The 10 obsolete speeders are being replaced by four modern hi-rail rubber-tired motor vehicles. ("Coupler")

BC Rail, which had forecast a profit of \$50 million, now says that it will take a hit of \$30 million due to the series of work stoppages this past summer. In addition, the Government has said that it will reduce BC Rail's Ft. Nelson operations subsidy by \$8 million. (Ed Note: Last year subsidy totaled \$11 million.) (WCRA "News")

BC Rail and Australia-based BHP have reached an agreement on replacement of the 75,000 steel ties that were installed between 1987 and 1991. The ties were found to be defective from metal fatigue. BHP says that it will stand by its contract and the ties will be replaced at a rate of 25,000 annually through 1996. (Paul J. Crozier Smith)

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A series of operating changes has reduced power consumption on the electrified Tumbler Ridge line saving BC Rail considerable electricity costs. The railway has been paying BC Hydro a surcharge to accommodate peak power loads that were required occasionally.

BC Rail has halted eastbound movements of empty trains while a loaded train is climbing the grade westbound. It has also reduced the speed of loaded trains and monitors consumption from North Vancouver while the trains struggle upgrade. If power consumption climbs too high, the engineer is instructed to reduce speed by the dispatcher. These actions have reduced the line's utility bill by \$10,000 month. (WCRA "News")

On October 12 Squamish's municipal council voted 5-1 in favour of the revised version of the Squamish Estuary Management Plan. The council's approval is a major step in the industrial development of 38% of an 850 hectare area of the estuary. The Plan also sets aside 60% of the area for wildlife management. Approval from both federal and provincial officials is still needed before the Plan can be implemented. (Paul J. Crozier Smith)

BC Rail Bridges and Buildings (B&B) crews recently completed the replacement of three wooden interchange bridges at McKay Creek in North Vancouver. (Ed Note: McKay Creek is just east of Pemberton Avenue.) Four 1,822-ton cube-shaped cement sections were lifted into place under the careful watch of Crew 102. The McKay Creek culvert project is part of a five-year bridge replacement program to upgrade wood structures throughout the system. ("Coupler")

If there's one thing that modelers of Pacific Northwest roads seem to have in common, it's the desire for extra trees on their layouts. While many a how-to article has been written on this subject, one in particular bears mentioning. Frequent "Cariboo" contributor Laszlo Dora prepared an informative piece which appeared in the October 1988 issue of "Model Railroader". Laszlo concentrates on constructing conifers, which is certainly an important project for those of us replicating a British Columbian setting.

Vancouver Wharves has rebuilt their rail barge, ensuring that rail traffic may continue. In fact, there appears to have been an increase in the number of trucks hauling pulp into the VW complex. ("Coupler")

The North Vancouver yard office will have a new look come next summer. Located south of the shop trackage, the new building will house Operations, Engineering, and Intermodal yard personnel. It will feature a 40-foot observation deck overlooking the terminal yard. ("Coupler")

William MacLachy (30178 Malquist Ave., RR#2, Mission BC V2V 4H9) is trying to locate information about two cars owned by BC Rail jointly with the Milwaukee Road. According to Bill, these two cars were combination boxcar and covered hopper, and were spotted in the early 1980s at the Deep Creek bridge north of Williams Lake.

THE TEAM

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Closing date for our next issue is March 1, 1994.

All contributions are welcome. It is helpful if submissions are on a 3.5" diskette in IBM Wordperfect 5.1, as "flat" ASCII file, or typewritten.

All submissions are subject to editing as a condition of publication. Material will be retained unless other arrangements have been made in advance.

The editors encourage submission of photographs and illustrations which help reinforce the content of material submitted. Appropriate captions should be included. Photographs may be either black and white prints, colour prints, or colour 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 editorial changes, designs, and artwork used in features.

Editor Paul J. Crozier Smith has arranged a special book offer for members of our Society.

Members may purchase copies of Patrick Hind's "Pacific Great Eastern Railway Steam Locomotives" for \$13.45 US, including shipping. "Seconds" of this book are available for \$7.00 US, including shipping. These "seconds" are still readable, but have some marks on them (primarily on the covers.)

This offer will remain in effect as long as the supply lasts.

In the North Van yard, at the far end of the wye track, is a barge slip. The slip is operated by Seaspan, one of BC Rail's corporate neighbors.

Seaspan employees maintain and operate the slip 24 hours a day. The slip, which is more like a bridge or ramp, can be raised or lowered depending on water level.

Tug and barge operations are nothing new to BC Rail. In 1956, before the connection between Squamish and North Vancouver, the PGE had its own tug boats along with three rail barges. The first tug was the *Clinton* which sank off First Narrows (Stanley Park), in January of 1922. The second, and last ship, was the *Point Ellice*, bought in October 1923 and scrapped in Victoria during 1957. The barges were named PGE 1, 2, and 3; and were sold to Island Tug and Barge Company, the predecessor of Seaspan.

As early as 1918, the PGE was a operating tug and barge service through lease agreements with CPR. Today, modern tugs pull barges that can carry up to thirty 55-foot cars bound for Seattle, Vancouver Island, or some remote pulp mill up the coast. Other destinations can be much closer, such as across the harbour to the CN, CP or BN interchanges.

Marine transport of BC Rail equipment is not limited to barges, but can be found aboard ships such as Seaspan Doris or Seaspan Greg, which are designed to carry freight cars or intermodal trailers alike. ("Coupler")

For the past several years BC Rail has produced a colorfully illustrated calendar for distribution to its shipping clientele. Historically, the photographs within the calendar were the work of BC Rail employees. Beginning in 1994, however, members of

the British Columbia Railway Historical & Technical Society have been invited to submit photographs for possible inclusion.

Subject matter should be reflective of the calendar's audience. While model photography will certainly be considered, the emphasis will remain on the prototype. Send your entries to Jim Moore, in care of "The Cariboo". Please insure that your material is clearly identified (i.e. photographer, date, location). All material submitted will become the property of BC Rail, and will not be returned. No formal submission deadline has been established, but priority will be given to material based on date of receipt.

Thanks to Noel van Sandwyk and BC Rail for providing an opportunity to our members to participate in this exciting venture.

The November issue of *Railroad Model Craftsman* contains an article on the former Louisville & Nashville's Thornhill Division. Of special note was a sidebar describing (then) Oneida & Western's unit coal train operation. The O&W operation began in 1979 and lasted until 1987, when the locomotives (SD 40-2s) were sold to the British Columbia Railway.

Did anyone catch the item in the December issue of *Model Railroader* concerning modeling the General Electric GF6C in N scale? "Workshop" coordinator Keith Thompson suggests scratchbuilding same using a Bachmann SD 40-2 as a starting point. You're a far better man than me, Gunga Din!

Speaking of December issues, *RMC's* had an interesting article on modeling New Hampshire's Claremont & Concord Railway. Eagle-eyed readers will certainly have noted the presence of a British Columbia Railway boxcar behind C&C 44-tonner in the feature's lead photo.

BC Rail has introduced a clean air policy and all passenger services are now completely non-smoking. The smoke-free policy applies to coach as well as *Cariboo* class on all areas of the train, including vestibules. ("Coupler")

On September 13, 1993, BC Rail Telecommunications (BCRT) officially began operations under its new name, Westel

The last spike was driven...again September 9, 1993, completing the CWR between Darcy and Retaskit. ("Coupler")

Work on a new track has commenced on the east side of the main yard in Quesnel. (Ed Note: This work was expected to be completed just prior to Christmas.) Built to hold over forty box cars, this track will be easily accessible to BCR car cleaning crews and is expected to aid in relieving congestion in the yard. ("Coupler")

BC Rail's Frank Donnelly has obtained a North American patent to convert locomotives to natural gas using a gas turbine. Donnelly envisions converting a

diesel locomotive to natural gas by replacing the diesel engine with a gas turbine and using compressed natural gas instead of the popular liquified natural gas. The inventor believes in the power of gas turbines. An 8000 horsepower gas turbine weighs only 1600 lbs. Its small size makes it easy to handle, and it can be removed in half a day. In contrast, a 3000 horsepower diesel weighs 33,000 lbs. and removal can take 2 or 3 days.

Donnelly prefers compressed natural gas because it's inexpensive. The gas has been overlooked by most railways because of its bulkiness and low energy density. Like other vehicles using compressed natural gas, range is restricted. Donnelly increases the range by using most of the space on the locomotive to store the fuel. This extra space is made available by using a compact, high power-density gas turbine engine. ("Coupler")

MOTIVE POWER NOTES

Edited by Paul J. Crozier Smith

The latest release (August 25) from the Cat conversion program is RS-18 #602. RS-18s 601 and 613 were noted undergoing re-engining.

Alco C425's 802 and 811 were moved off the property on August 27. The units were purchased by GVR Associates, the parent corporation of Mohawk, Adirondack & Northern. It is believed that 802 and 811 will be used by GVR's Delaware Lackawaxan

subsidiary.

Rumor has it that two leased SD40-2's would be returned to Kennecott Copper by mid-November.

NEW PRODUCTS

Compiled by Jim Moore

Overland Models has released their HO scale model #5276.1, a BCR M420B painted red, white, and blue.

In our last issue we published a review of Microscale's latest HO scale offering: Set 87-783 "British Columbia Railway Locos, Two Tone Green Scheme". A comparable set is now available in O scale as set #48-317.

HOT SCOOP! Microscale has expressed interest in producing a decal set for PGE's first two colour schemes: orange and orange/green. These sets would be designed for the GE 65 and 70- tonners, along with the RS/RSC-3. Anticipated release date is spring 1994. Dale Martin/Microscale has asked our Society for research assistance. If you have any prototype data for these schemes, please contact Jim Moore, c/o "The Cariboo". Please do not send material directly to Microscale.

Model Die Casting has released a HO scale FMC 3-bay covered hopper lettered for Procor (stk #3535). Painted grey with blue logo, the car retails for \$7.98 US.

Also from MDC is an N scale version of a 50' modern tank car for Procor (stk #8455). Painted black with white lettering, the car retails for \$6.25.

Micro-Trains has released a 40' single door boxcar decorated for PGE. The kit is N scale, painted brown, and sells for \$8.90.

MORE OVERLAND NEWS...For some time now, yours truly has been anticipating the release of brass, HO scale, extended vision cabooses from Overland. The expected release date was to be Spring of 1994.

Notice I said expected--because I was disappointed to recently learn that Overland has placed this project

on the back burner citing low reservation numbers. Further investigation uncovered the fact that despite several BCRH&TS members placing their reservations with independent brass dealers, a significant portion of these reservations were never turned over to Overland Models. (Ed Note: According to "Cariboo" editor Andy Barber, Overland did not receive any reservations or orders for the caboose project from BrassPlus, which is run by Jeff Lemke. Repeated attempts to contact Lemke have been unsuccessful. It is recommended that you place your order again with another dealer. Tom Marsh says 20-25 confirmed reservations would make a big difference to this project's viability.) The reason for this seemingly poor business practice can only be speculated upon. Anyway, Overland wants to hear from us. Contact Tom Marsh (Overland's head honcho) asap. Tell him how many units you reserved, who you placed your reservation/order through, and the status of your reservation deposit.

This is a project many of us have waited some time for. It is important to get this release back on track. (Ron Tuff)

The following is reprinted from "The Coupler":

BC Rail -- British Columbia's Great Train Adventure
by Chris Harris

This is one of the most beautiful books ever published on BC Rail. The 62 spectacular colour photographs capture the excitement and romance of the Royal Hudson, passenger and freight trains as they travel the BCR line from North Vancouver to Fort Nelson. The text describes the diverse natural history along the route, the history of the railway, and the route today. Special price for BC Rail employees (and "Cariboo" subscribers?): hard cover \$29.95/soft cover \$19.94 (plus \$3.00 shipping and handling and 7% GST). Send orders with payment to: Country Light Publishing, C-333, 108 Mile Ranch, B.C. V0K 2Z0. Telephone (604) 791-6631. Tell 'em "The Cariboo" sent you!

O Scale News: Quality Craft Models (Weaver) recently added three BCR 40 foot PS-1 boxcars to their Ultra Line range. The cars are dark green with medium green doors and dogwood emblem. Two are numbered BCIT 40867 and 40864. Can anyone confirm that these are accurate to prototype? (Lawson Little)

"Cariboo" editor Paul J. Crozier Smith files this review of Adolf Hungry Wolf's new book, "Route of the Cariboo, PGE/BC Rail":

It sells for \$59.95 Canadian and can be obtained either through retail outlets (booksellers or hobby shops) or direct from Canadian Caboose Press (Box 844, Skookumchuck, B.C. V0B 2E0. This book is well laid out and has an excellent selection of photographs, many of historic importance. It is unfortunate that there are over two pages of typewritten errors in the manuscript and captions. However, for us modelers, the collection of photos for modeling purposes is worth the price.

Henson's Hobby Emporium (POB 70188, Reno NV 89570) publishes a catalog of "special Run" locomotives and rolling stock. Included therein were the following items: 1) Spectrum EMD SD40-2 (N scale), red/white/blue colour scheme, \$89.99 US, and 2) Athearn SD40 - 2 (HO scale), two-tone green, \$89.99.

INTERCHANGE

Hakan Thell (POB 41, S-59081 Gullringen, Sweden) wishes to model BCR's C425s in the two-tone green color scheme. Hakan works in HO scale and would like to obtain photos of the prototype diesels for reference purposes.

Lawson Little (15 Highfields Drive, Old Bilsthorpe, Notts. NG22 8SN, England) would like to receive information (dates, locations, locos, equipment used, etc.) on the 1990 Gene Hackman film "Narrow Margin" which was shot on at BCR. Also wanted is info on the brief appearance of C630 #704 in another more recent film, the supposed location of which was Chicago!

Marcel Devlieger (RR#2, Kettleby, ON L0G 1J0) seeks a listing of BCR maintenance of way equipment. Any details will be appreciated.

WANTED: Colour slides or prints of BCR C630 units #701-704 in green livery for planned modeling project. Please contact Lawson Little, address above.

DETAILING AN ATHEARN SD40-2 TO BC RAIL 763-767 SERIES

Peter Hansmann

At least one article (Model Railroading, June 1989) has been written about how to detail a stock Athearn SD40-2 for BC Rail. The basis was the green-green dogwood paint scheme.

Today, BC Rail operates three distinct SD40-2 versions. The first group is comprised of the 15 units purchased from U.S. lines (i.e. Kennecott Copper and Oneida & Western). These are numbered in the 736-750 series. The second group was built by GMD-Canada, and are numbered 751-762.

When the modern-day red-white-blue decal set was issued by Andy W. Scale Models, it became possible to make an accurate model of BC Rail's most recent GMD-built SD40-2, the 763-767 series. This model contains some SD-50 features, such as turbo-blower housings. Canadian "style" step assemblies can also be noted herein. I elected to do 766 in as much detail as possible.

The starting point is, of course, the Athearn SD40-2 (HO scale, undecorated).

Body Preparation

1. Remove and discard the cab assembly. It will be replaced by a Cannon & Company "thin wall" version.
2. Remove and discard the nose hood. It will be replaced by a Rail Power "102" CPR Nose".
3. Using an Xacto knife with chisel blade, remove the cast on lift rings.
4. Remove the rear three fans on the body hood. The entire fan assembly should be removed, leaving just the holes. This can be done using a one-half inch drill bit, or a one-half inch reamer. The fans will be replaced with PFM brass "Q" fans. (Q for "quiet").
5. Carefully ream or drill out the two center fans on the dynamic brake blister. Leave the circular fan casings intact. Clean up the work with files and sandpaper. Detail Associates 48" flat-top fans will be used as replacements.
6. Discard the turbo-blower housing. It will be replaced by a Cannon & Co. blower.
7. Remove the rear number boards and cast on lights.
8. Discard all 4 step assemblies. We will use brass steps from Miniatures by Eric as replacements.

Note: Athearn's shell features slanted steps, which are accurate for U.S.-type SD40-2s. BC Rail SD40-2 #736-750 (remote control locomotives) have the U.S. style step, as these units were acquired from U.S. roads. By contrast, #763-767 were built to Canadian specifications. Hence the need for the vertical steps.

9. Remove all unwanted details from front and back pilots.

Note: No attempt at providing an exact listing is made in this step, as each modeler has his own preference as to what should be kept and what should be discarded..

10. Drill holes in the shell for installation of the following: lift rings, grab irons, mu hoses, horn, Sinclair antenna, windshield wipers, sand hatches, handrail stanchions, and step lights.

Body Assembly

1. Install the Minatures by Eric brass steps . Make sure the steps are both flush and level with the decking. Fill with putty where required. Sand as needed.

Note: If you intend to install Precision Investment Associates "EMD walkway tread" kit, the above fill and sand step isn't necessary because the step will be covered by the walkway.

The PIA walkway kit is sized for the short nose. Therefore, to use the walkway on the longer nose, you must first notch the nose at the bottom front end. Now the nose assembly can be installed over the tread.

2. Install drop steps, coupler pockets, and snow plow. Do not install the coupler lift bars yet. Kadee #5 couplers will work. It is best to install the couplers into the pockets, then test fit the total assembly, with the plow tack-glued. Check the ability of the diesel to couple with another locomotive prior to permanent glueing. If length of coupler is a problem, use a coupler with a longer shank.

The snow plow can be mounted more closely to the body by first filing down the plow mounts. When tack-glueing the plow to check coupler performance, use this opportunity to also check the plow's height above track level.

3. Install the Miniatures by Eric CPR ditch lights just above the plow. If you plan to have operating ditch lights, it's best to drill the lens holes first.

4. Prepare the new anti-climber as follows:

- * Notch (two places) the back of the anti-climber to accept the large lift rings.

- * Drill (two places) the top front of the anti-climber to accept the free-standing ditch lights.

5. Using Detail Associates "Early High MU Stand" and small ditch light lens , make two free-standing ditch lights. Shape the mu stands to suit, and cement a small lens at the top front of each. Drill the bottom of each mu stand to accept a peice of wire, which can serve as a mounting pin.
6. Glue the anti-climber to the Athearn frame. Next glue the large lift rings. When these pieces are dry, position and glue the free-standing ditch lights.
7. On the Athearn roof, install the fans, horns, radio antenna, silencer (which is a part of the "Quiet Kit"), and all of the lift rings.
8. Install the sand filler hatches on the front and rear of the unit. Add the air tanks, air filter, and step lights.
9. Install rear lighting and number boards.
10. Install all mu hoses (both front and rear sets), and the two mu stands (rear).
11. Install the new Cannon blower per the kit's instructions.
12. On the new cab, install the windshield wipers, wind deflectors, and sunshades. Add the horn, bell, radio antenna, and classification light boards. Now glue the cab to the Athearn body shell.

Note: If you intend to install window "glass", consider doing this after the cab is assembled, but prior to the installation of the roof. Leaving the cab roof until last allows us to reinforce the cab's corners with ACC cement.

13. Test fit the CPR long nose on the Athearn body assembly. Do not cement it in place at this time. We want to paint it seperately.

Frame Assembly

1. Replace the Athearn motor, if desired, with can motor. This is an optional step. I used a Cannon 22 motor.
2. Drill holes for, and install, fuel fillers and fuel gauges.
3. Mount rerail frog. Install speed recorder head.
4. Drill the truck sideframe brake cylinders for 015" wire. The wire will simulate air lines.
5. Wait to install the front and rear coupler lift bars until after all painting is complete. Then paint lift bars with a fine sable-tip brush.
6. Hand-form and install sand hoses using .015" wire. Drill holes into truck sideframes to hold one end of the brass sand hose. Glue in place using ACC cement.

Painting

Accu-Paint was used throughout.

A. The Athearn shell.

1. Wash shell in mild solution of liquid detergent and warm water. Scrub gently using an old toothbrush. Rinse thoroughly and allow to air dry.
2. Spray entire shell with stencil white.
3. Mask off the white-blue separation line as follows: On the side of the shell, using a pair of dividers, measure from the shell's bottom or side walkway to the bottom of the second door hinge. Use cabinet door hinges on doors nearest the front cab. Now mask the whole top of the body. Also be sure to mask off the front of the "snoot" nose, since it get the diagonal red and white stripe treatment.
4. We're now ready to apply the second colour. Spray the unmasked portion of the shell with blue. Be sure to also paint the walkway and sills.

After the paint is thoroughly dry (once all trace of paint scent has disappeared), carefully remove the masking tape.

5. It is now time to apply the third colour. Measure 15 scale inches above the blue-white border. Tape the bottom portion of the body, including the rear and sides of the "snoot". Do not tape the front of the "snoot" at this time. You will achieve the red-white diagonal effect on the "snoot" front by applying white diagonal

Note: Units 763-767 all had the chevron, or "hockey stick" paint scheme. Your masking (step five, above) should include applying masking tape over the white upper shell portion to preserve the white chevrons. Michael Blusson has measured these chevrons. The angle is 60° from the horizontal.

Prepare the red colour match using a 60% vermilion red / 40% medium yellow paint blend. Apply to the body shell. Allow to air dry. Remove all masking.

6. Remove short hood. Mask. Spray top of hood stencil black.
7. Allow short hood to completely dry before reinstalling same. Cement to body shell and cab from inside.

B. Lower Frame

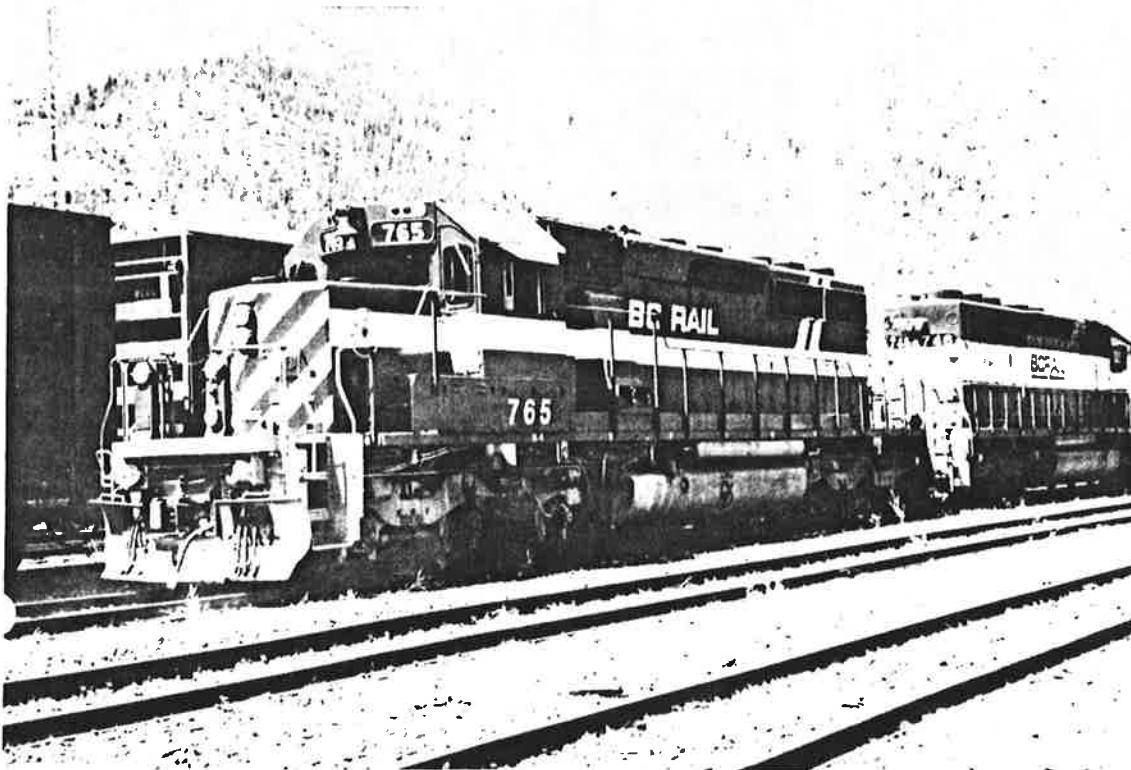
1. Spray the entire frame, including fuel tanks and sidetruck frames, aluminum. Apply the paint after installing the detail parts, but before installing the can motor. I suggest removing the sidetruck frames for painting.

C. Finishing Up

1. Apply decals.
2. Install handrail stanchions. Use .015" wire to form handrails.

Note: You will need stanchions from Smokey Valley as well as from Precision Investment Associates. The Smokey Valley ones provide the stanchions with the (necessary) length for the blower housing step area.

3. Brush paint stanchions and handrails blue..
4. The stanchions and railings on front and back should be brush-painted aluminum. Large lift rings on front are also aluminum.
5. Standing ditch lights on front are red.
6. Weather to suit personal preference. Applications of Dullcoat and sealant follow.
7. Install window "glass" and MV lenses.
8. Add a small section of safety chain (black) across the drop step on both front and rear platforms.



GMD SD40-2s @ Lillooet.
June 1993.
Andy Barber photo.



SD 40-2 # 766.
Pemberton, June 1993.
Jim Moore photo.



SD40-2 #766.
Pemberton, June 1993.
Andy Barber photo.

SD40-2 DETAIL PARTS LIST

<u>MANUFACTURER</u>	<u>PART DESCRIPTION</u>	<u>WALTHERS CATALOGUE #</u>
1. Athearn	SD40-2 Undecorated	140-4400
2. Cannon & Co.	Blower Housing	191-1601
	Diesel Cab	191-1501

3. Smokey Valley	Loco "Snoot" 102" Short Nose SD 60 handrails	676-60 676-135
4. Precision Investment Associates	Leslie 3-Chime Horn SD40-2 Handrail Kit Walkway Tread Kit (Optional) Speed Recorder Head Quiet Kit (3 "Q" Fans & Silencer)	063-155 063-158 063-159 063-154 063-156
5. Details West	"Pyle" Twin Sealed-Beam Headlights "Pyle" Gyalight (for rear) Step Lights Anti-Climber Air Tanks Air Filter Fuel Filler Rerail Frog Set Mu Hoses	235-117 235-115 235-172 235-189 235-204 235-139 235-166 235-119 229-7103 235-218
6. Detail Associates	Coupler Lift Bars Sand Filler Hatches (front hood) Mu Stand - Early, High Mu Stand - Low Fans - 48" Flat-Top Cab Sunshades Lift Rings for Pilot Beam 0.015 Brass Wire Fuel Gauge Grab Irons Small Lift Rings Wind Deflectors	229-2211 229-3001 229-1502 229-1505 229-2012 229-1301 229-1103 229-2505 229-3101 229-2202 229-1101 229-2304
7. A-Line	Windshield Wipers	116-29200
8. Campbell Scale Models	Safety Chain	200-256
9. M.V. Products	Plain - for Ditchlights Red - for Marker Lights Green - for Marker Lights White - for Marker Lights	516-19 516-301 516-302 516-300
<u>Parts not listed in Walther's Catalogue</u>		
10. Miniatures by Eric	Coupler Pocket Canadian Steps Snowplow CPR Ditchlights Drop Steps CPR Sand Hatch (Rear) Diesel Bell CPR SD40-2 Brake Wheel Radio Antenna Number Board Classification Lights Board	P-24 P-17 P-2 L-1 A-8 H-6 B-2 B-6 A-1 N-1 Unknown
11. Andy W. Scale Models	Decal set for R/W/B	obtain directly from: Andy W.

WCRA CORNER

Grant Ferguson

The WCRA Tour Committee has been hard at work putting together an exciting 1994 tour season. Tours not only fulfill the Association's mission of supporting today's rail industry, but also form a stable base of internal funding in support of the group's operating costs and restoration efforts. WCRA tours continue to receive critical acclaim from those who have had the good fortune to participate therein. Here's are a couple of the first offerings for the 1994 season:

Lillooet Snow Trip

Our annual day trips on BC Rail to Lillooet to enjoy spectacular snow through Whistler Valley enroute. Departs 0700 hours from BC Rail's North Vancouver station and includes rail transportation, coffee and muffins on departure, hot lunch in Lillooet, and an evening snack on the return trip. Prices, including GST: Adult - - \$89, Senior -- \$79, and Child -- \$69.

Dates: Saturday, February 12
Sunday, February 13
Saturday, February 19

Vancouver Island Day Trip on E & N

Our ever popular day trip on the E & N on Vancouver Island is offered once again this year, but on a slightly different basis due to changes to the Malahat Dayliner schedule. This trip is difficult to do on your own, but we make it easy. Depart Pacific Central Station at 0745 hour on our charter bus for Tsawwassen, ride the ferry to Victoria with time for a short city tour.

Board the VIA Malahat Dayliner for the spectacular trip up the Island to Courtenay, then return to Nanaimo where the bus is waiting to take us back to Vancouver via the Horseshoe Bay ferry.

Includes all bus, ferry, rail fares as well as meal at Courtenay.

Prices, including GST: Adult -- \$119, Senior -- \$107, and Child - - \$59.

Dates: Sunday, April 10
Sunday, June 26
Sunday, September 25



HISTORICAL & TECHNICAL SOCIETY

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). All editorial contributions are welcome. Send all correspondence to: Jim Moore, 25729 Floral Court, Valencia, California 91355-2139, U.S.A.

THE ALL-DOOR BOXCAR, AS FOUND ON THE BCR

Richard Yaremko

The All-Door Boxcar was introduced by Thrall Car Manufacturing (Chicago IL) in 1967 to transport lumber products safely and more efficiently. This was accomplished by utilizing a series of doors that, when opened in pairs, would allow for a 25 foot clearance. Until this development, the standard opening was 16 foot, as featured in conventional 50 foot double plug door boxcars. This all-door design became more prominent as the house-building boom of the 1970s increased the demand for lumber.

By the mid seventies, car builders Evans, Pacific Car and Foundry, and Southern Iron and Equipment were also releasing their own versions of the All-Door boxcar. (Ed Note: Evans acquired Southern Iron and continued to produce all-door boxcars of each of the respective manufacturer's design).

The Thrall car featured four plug doors, an angled roof, and a channel-type main vertical crossmember at car end. (see photo one). Two Evans versions could be noted. The first had two plug and two sliding doors. The second, with all plug doors, featured stirrup steps as part of the side ladders, and end caps around the main channel. (photo two).

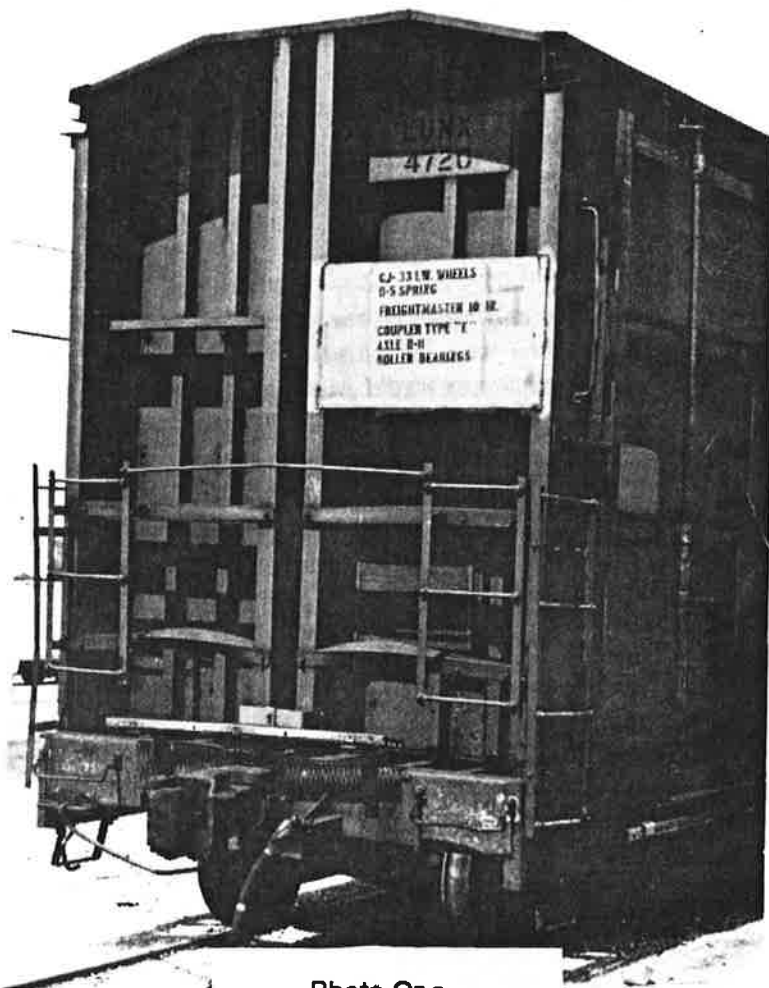


Photo One
Thrall end detail
LUNX 4720
Richard Yaremko
February 1973

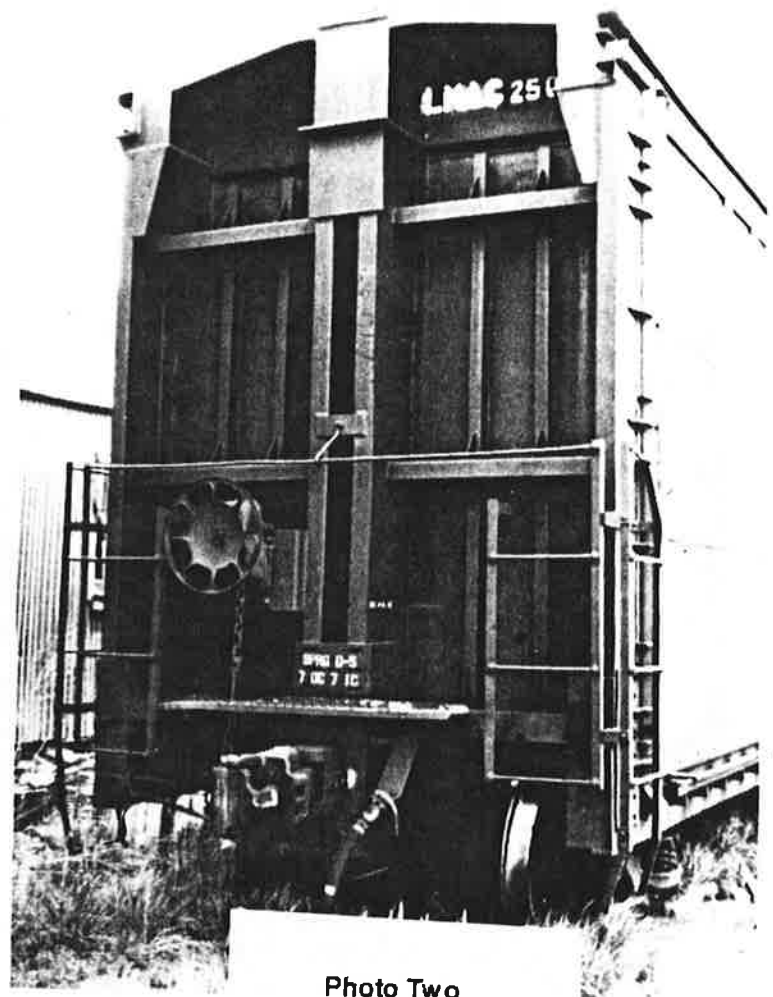


Photo Two
Evans end detail
LNAC 2509
Richard Yaremko

The Prototype

As BCR modelers, we have the opportunity to feature both the Thrall and Evans versions in our trains, allowing us to replicate the appearance of a mid-1970s consist. Typically, the BCR's own Evans-built cars (in number series BCIT 800100-800119) (photo three) were assigned to mills served by the railroad. Observers of the period would also have noted leased all-door cars decorated for several on-line mills. These included

Netherlands Overseas Mills (Prince George) with cars in two attractive schemes (photo 4, yellow and light blue),

Lignum Forest Products (Williams Lake) with cars in either a colourful white, green, and orange scheme (photo 5), or red and green scheme (photo 6),

Canfor (Canadian Forest Products) had cars in three schemes: antique gold (photo 7), a red-yellow combination (photo 8), or a white-red combination (photo 9);

Lumber broker Triangle Pacific operated a fleet of solid red cars (photo 10),

British Columbia Forest Products (Mackenzie) leased rather plain looking solid orange cars (photo 11). Only the spartan, black BCFX markings gave away who the lumber company (lessee) was, as only a few cars had a very tiny BCF herald on one of the plug doors.

Finlay Forest Products (Kennedy) also leased solid orange cars, with small heralds (photo 12),

MacMillan Bloedel operated cars in an attractive red and white scheme (photo 13).

Since almost all of BCR's lumber traffic is destined for export, the all-door cars were either interchanged with the CN at Prince George or hauled to North Vancouver, where they found their way onto Burlington Northern and Milwaukee Road rails. I can remember strings of the BCR's Evans-built cars sitting under Milwaukee Road wire at Deerlodge, Montana in 1974. All of the cars mentioned above carried "boarding marks" instructing their return to the BCR when empty. (Ed Note: Some cars even carried marks designating a specific on-line mill.)

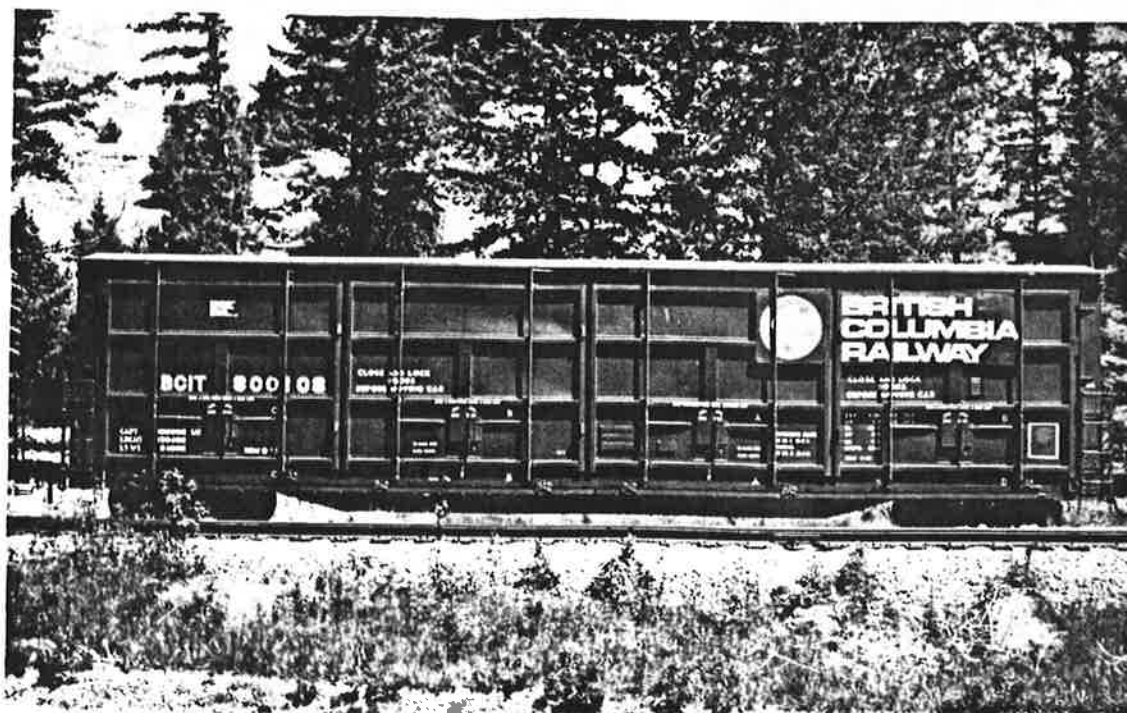


Photo Three
BCIT 800108
Richard Yaremko
June 1974

Compiled By Ron Tuff

The following information was compiled from the first fourteen issues of "The Cariboo", published by the British Columbia Railway Historical and Technical Society. Articles marked with (*) contain sketches or scale drawings.

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Caboose Modelling

BCR Extended Vision Caboose *	Carter D. Cram	12	Jan 93
BCR Caboose #1860	Andy Barber	11	Oct 93
BCR Caboose #1863	John Bauer / Carter Cram	11	Jan 93
BCR Caboose Spotlight	Andy Barber	4	Jul 91
BCR Caboose Paint Update	Eric Johnson	8	Oct 91
PGE Hack in H.O. Scale *	M. Devlieger	12	Oct 92
PGE Plywood Cabooses *	Greg M. Kennelly	4	Oct 92

Freight Car Modelling

Bulkhead Flat Cars Update	Richard Yaremko	6 & 17	Jan 91
100 Ton Gondolas *	Andy Barber	3	Oct 91
Rotary Dump Gondolas *	Mark Mills / Andy Barber	17	Oct 93
Chip Hoppers Part I *	David Barone	2	Jul 90
Chip Hoppers Part II *	David Barone	11	Jan 91
Covered Hoppers #2001 2002	G. Kennelly / R. Yaremko	11	Jul 91
Covered Hoppers #2101-2125 *	Richard Yaremko	4	Jan 91
40' Insulated Box Car *	Carter D. Cram	3	Jul 91
62'-9" Log Flats	Michael R. Blusson	9	Apr 93
Fabricating BCR Stake Cars *	Lazlo Dora	4	Jan 93
Modifying McKean/Front Range Centerbeams	R. Yaremko / L. Dora	23	Jul 93
Mountain Pine Lumber Co.	Richard Yaremko	3	Jan 91
NOKL Cars *	Andy Barber / L. Dora	5	Oct 93
Painting & Loading a Center Beam Flat Car *	David Barone	15	Apr 91
PGE Markings Still Existing	Michael Blusson	13	Jul 92

History

BC Rail Celebrates 80 Years of Railroading	Reprinted from "Coupler"	1	Apr 92
Logos of the PGE *	Greg M. Kennelly	7	Jan 91

Locomotive Modelling

Colour Charts for PGE Locos *	Greg M. Kennelly	16	Jan 91
GE Dash 8-40CM Specifications	Reprinted from G.E.	8	Apr 92
GE Dash 8-40CM News Item	"Cariboo" Staff	2	Oct 90
GMDD GF-6C Specifications	Reprinted from G.M.D.D.	9	Apr 92
GMDD SD-40-2 in N Scale	Douglas A. Davies	4	Apr 91
Locomotive Repaint Ledger	Michael Blusson	9	Jul 91
Locomotive Repaint Ledger Update	Eric Johnson	8	Oct 91
MLW M-420W #643	John Bauer / Carter Cram	10	Jan 93
Historical Motive Power Registry Part I	Paul J. Crozier Smith	15	Jul 92
Historical Motive Power Registry Part II	Paul J. Crozier Smith	17	Apr 93

Article	Author	Page	Issue
Historical Motive Power Registry Update	P. O. Hind / P. J. Smith	21	Jul 93
Leased Motive Power Part I	Paul J. Smith	3	Oct 90
Leased Motive Power Part II	Paul J. Smith	18	Jan 91
Leased Motive Power Part III	Paul J. Smith	11	Apr 91
Leased Motive Power Part IV	Paul J. Smith	10	Jul 91
Mikado #57-59 *	Reprinted from "OSHOME"	16	Jul 93
Motive Power Equipment Guide	Reprinted BCR Timetable	10	Apr 92
Motive Power Tonnage A Rating	Reprinted BCR Timetable	11	Apr 92
Railway Robots *	Marcel de Vlieger	4	Jul 93
Two Tone Green Colour Scheme	Eric L. Johnson	10	Jan 92

Miscellaneous

Articles in the "Cariboo"	"Cariboo" Staff	2	Jan 93
Build a Ventilated Spray Booth	Ron Tuff	15	Jan 93
Photos in the Cariboo	"Cariboo" Staff	1	Jan 92

Motive Power Notes

8-40CM, SD-40-2, S-13, CRS-20, RCC Cars	Paul J. Smith	13	Apr 91
C-425 # 02 & 811	Paul J. Crozier Smith	4	Oct 93
C-630, M-630, RS-18, M-420B, 2-8-0 #3716	Paul J. Crozier Smith	2	Jul 91
M-630, S-13, GE 5000, CRS-20, SD-40-2, 8-40CM, #3716	Paul J. Crozier Smith	14	Jan 92
GF-6C, 8-40CM, #711, S-13	P. Smith / M. Blusson	7	Apr 92
CRS-20, SD-40-2, RDC, 8-40CM	Paul J. C. Smith	12	Jul 92
8-40CM, CRS-20, GF-6C, C-425, RCC Cars	Paul J. Crozier Smith	12	Jan 93
8-40CM, CRS-20, SD-40-2, C-425	Paul J. Crozier Smith	20	Jul 93
BC Rail Locomotive Retrofit Program CRS-20 *	BC Rail	19	Oct 93
BC Rail Locomotive Spotting	Eric L. Johnson	2	Oct 92
Green Paint Scheme Locomotives	Paul Crozier Smith	3	Jan 93
Yard Watch	Michael Blusson	12	Jul 92

New Products / Reviews - Locomotives:

C-420 #631 632	HO	Overland Models	19	Jan 91
C-425 Painted BCR	HO	Atlas Model Railroad Co	14	Apr 93
C-630 / M-630 / M-630W	HO	Overland Models	19	Jan 91
Dash 8-40CM	HO	Overland Models	19	Jan 91
M-420 / M-420B	HO	Overland Models	19	Jan 91
Royal Hudson #2860	HO	Van Hobbies	2	Jul 92
RS-18 Phase III	HO	Tiger Valley Models	7	Oct 90
RS-27 *	HO	Tiger Valley Models	14	Jul 93

New Products / Reviews - Rolling Stock:

Box Car (40')	HO	Bev-Bel "Edelweiss Herald"	5	Jul 90
Box Car (40')	HO	Bev-Bel "Map Herald"	5	Oct 90
Box Car (40')	HO	Scalerail Canada "PGE"	3	Jan 92
Box Car (50' Double Door)	HO	Andy W. Scale Models	3	Jul 91
Box Car (50' Double Door)	HO	Andy W. Scale Models	3	Jan 92
Box Car (50' Double Door)	HO	Andy W. Scale Models	14	Jan 93
Caboose Super Model Series	HO	Andy W. Scale Models	3	Jan 92
Caboose Super Model Series	HO	Andy W. Scale Models	3&14	Jan 93

Vehicles

Canada Safeway Truck/Trailer	Richard Yaremko	19	Apr 91
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W.C.R.A. Corner

BC Rail System Tour	Grant Ferguson	13	Jan 93
Caboose #1817	Grant Ferguson	1	Jul 90
Car Shops - Squamish	Grant Ferguson	2	Jul 91
Car Shops - Squamish	Grant Ferguson	2	Oct 91
PGE 65 Tonner #551	Grant Ferguson	3	Jan 91
PGE #551 Paint Details	Grant Ferguson	14	Jan 92
Pullman Troop Baggage #722	Grant Ferguson	19	Apr 91
RSC-3m #561	Grant Ferguson	1	Jul 90
RSC-3m #561 Update	Grant Ferguson	2	Oct 91
Trivia	Ryan D. Cruikshank	17	Oct 93
Wedge Plow #996002	Grant Ferguson	3	Jan 92
Williams Lake Stampede Trip	Grant Ferguson	13	Jan, 93



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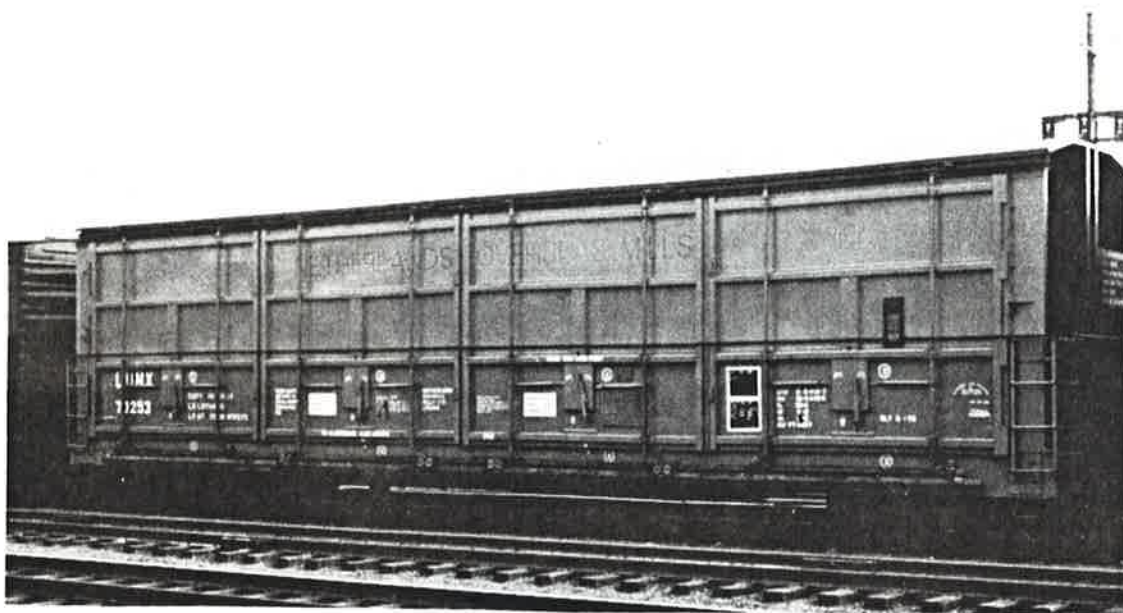


Photo Four
LUNX 70253
Richard Yaremko
June 1974

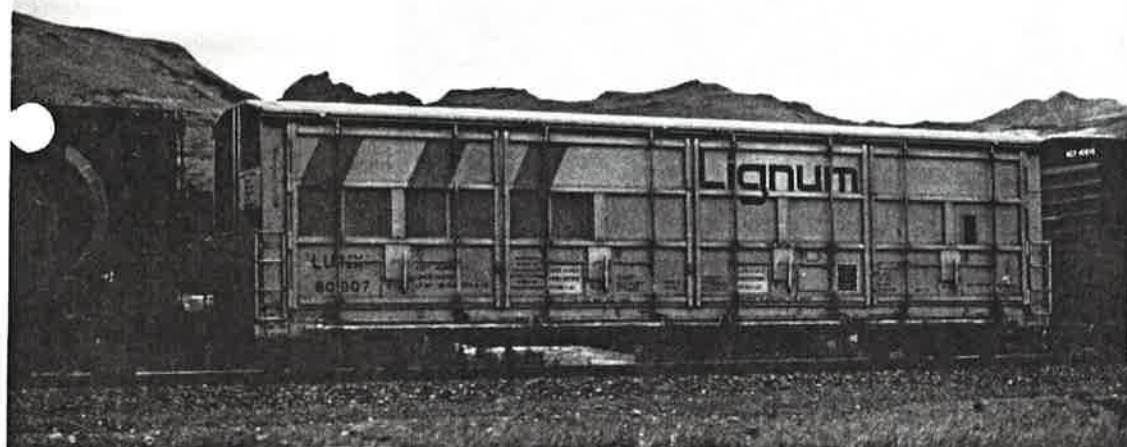


Photo Five
LUNX 80007
Richard Yaremko
August 1973

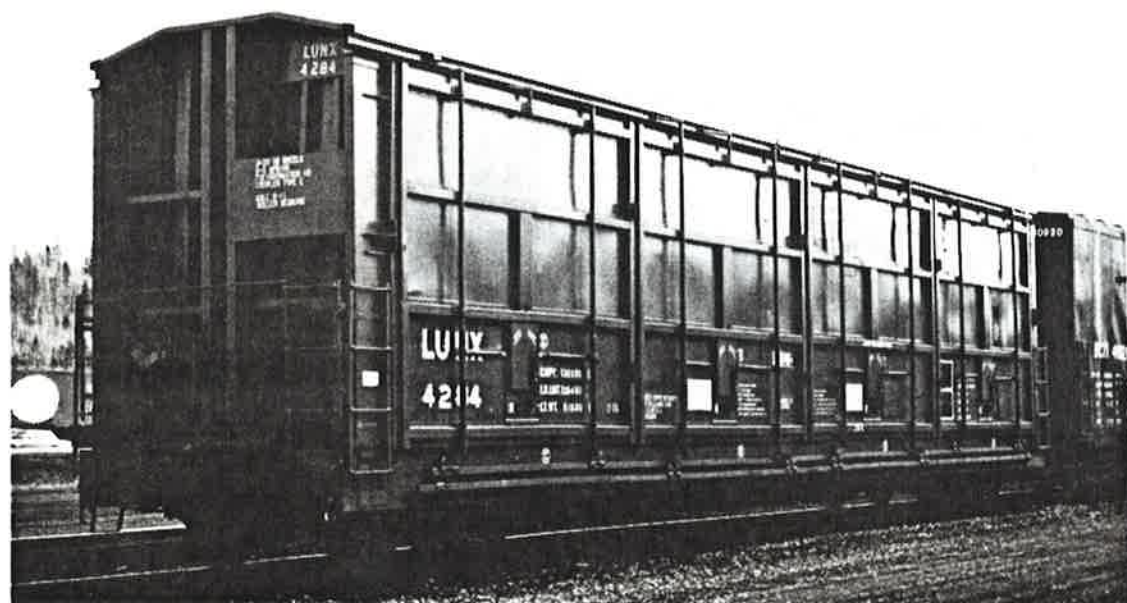


Photo Six
LUNX 4284
Richard Yaremko
April 1976



Photo Seven
TCAX 2078
Richard Yaremko
June 1974

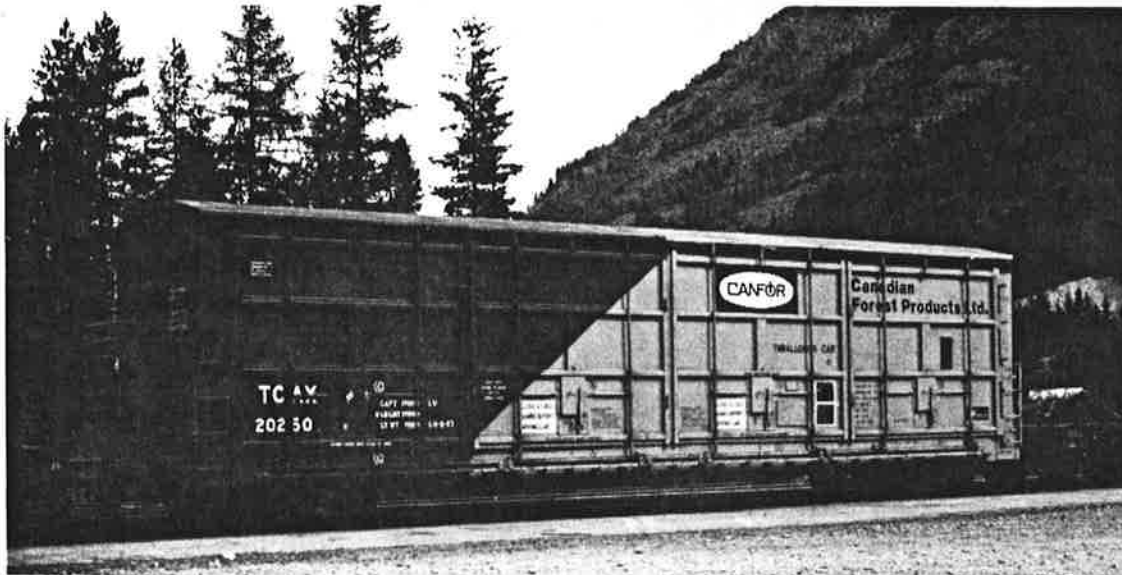


Photo Eight
TCAX 20250
Richard Yaremko
August 1978



Photo Nine
CFPX 4127
Richard Yaremko
August 1973

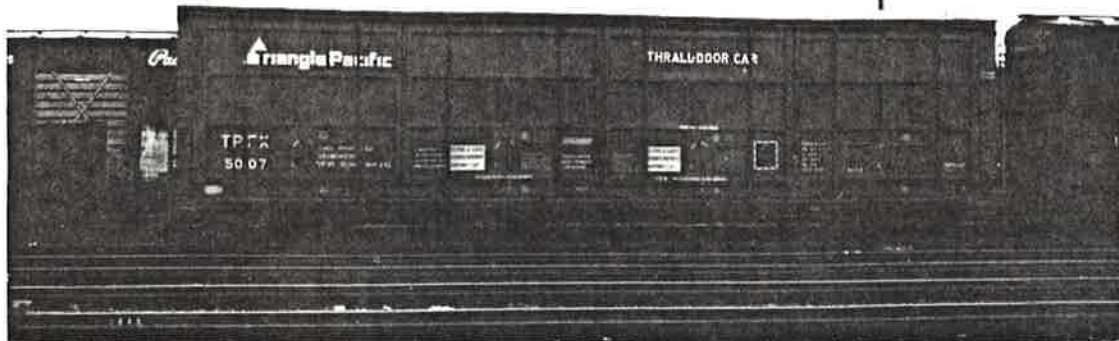


Photo Ten
TPFX 5007
Richard Yaremko
September 1974

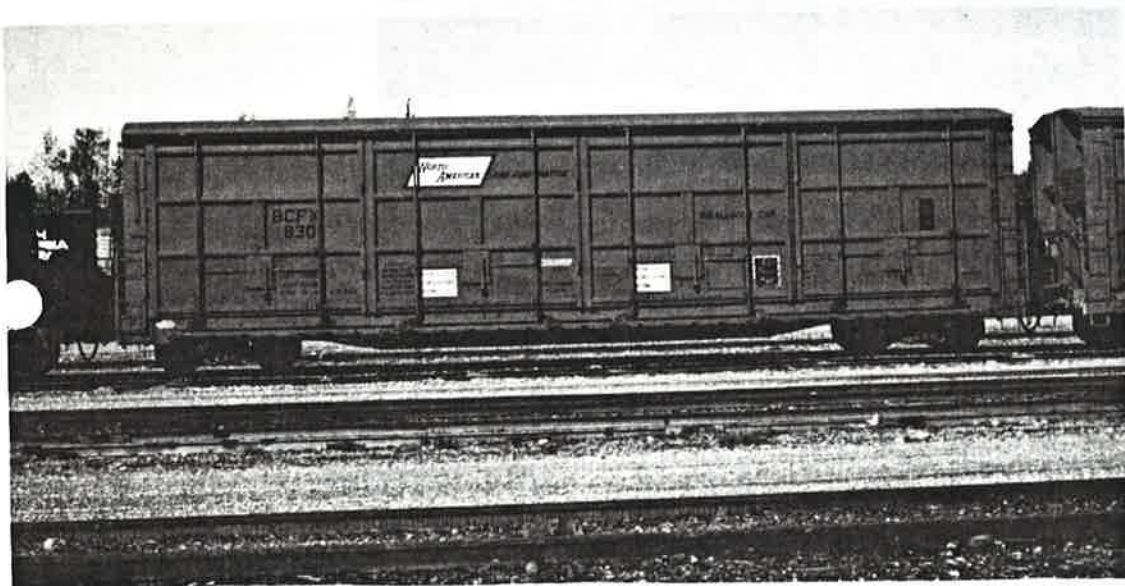


Photo Eleven
BCFX 830
Richard Yaremko
June 1974

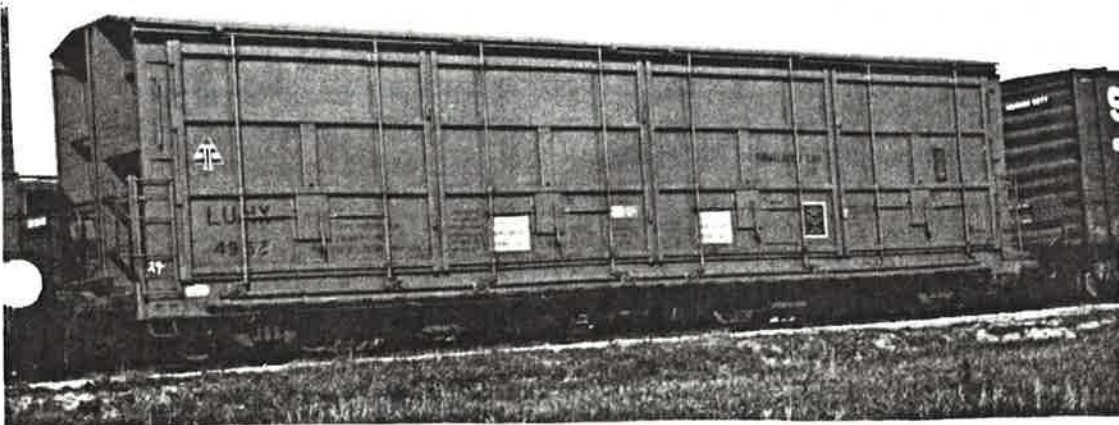


Photo Twelve
LUNX 4962
Richard Yaremko
1976

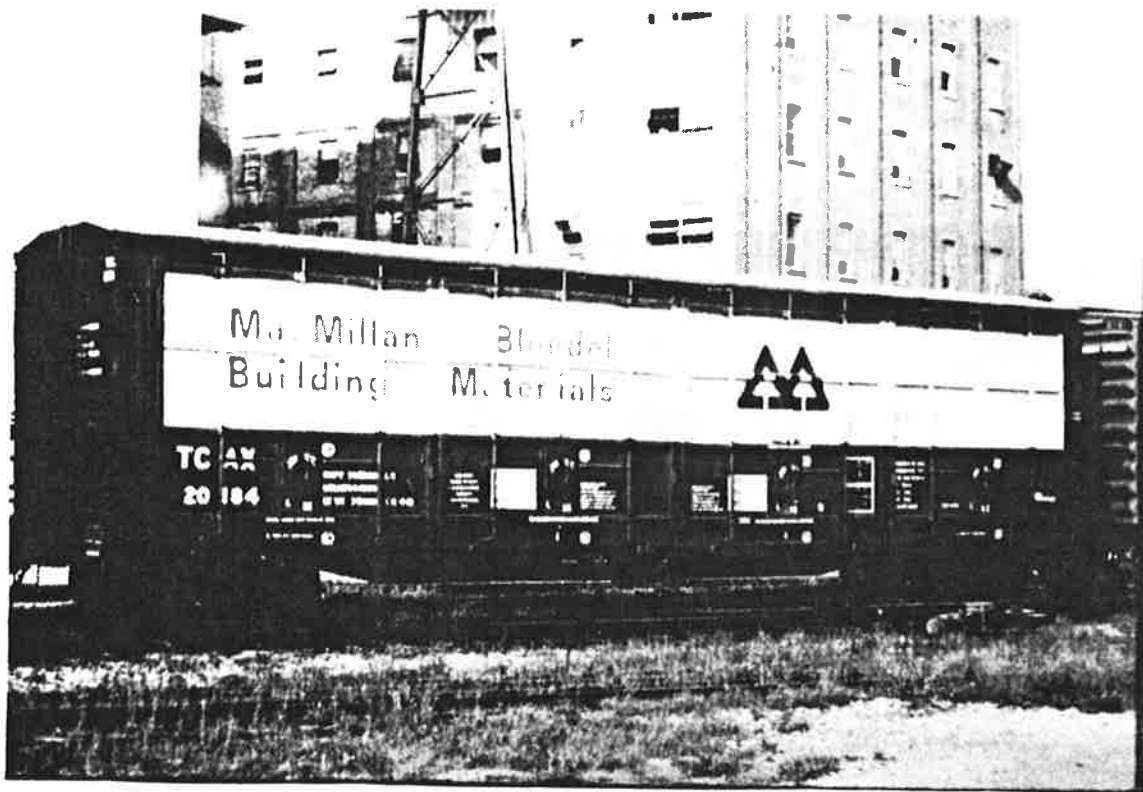


Photo Thirteen
TCAX 20184
Ross Pugsley

Some years ago, Herald King offered decal sets for all-door boxcars operated by several lessee lumber companies. To locate these sets today would require either hunting them down from dealers at flea markets, or purchasing them at large, full-service hobby shops located away from the territory where the cars were popular. (Forget the US west coast/western Canada shops!) If you are fortunate enough to obtain sets, or have some in your possession already, do not waste them by simply repainting and relettering your model without first performing the conversion outlined below. To do so would mean applying the lettering over the top of the wire door rods instead of underneath them. The result will look terrible, and you'll have wasted a rare decal set.

Modeling Considerations

The basis for our model is the plastic car (HO scale) that formerly was offered by Life Like and later Robins Rails. Currently, Bev-Bel produces an undecorated version. (Ed Note: The Bev-Bel model is produced using the former Life Like/Robin's Rails dies/molds.) Wood kits were available from Quality Craft and Gloor-Craft, however they were crude in nature and contained less detail than the plastic versions.

The plastic car, although containing shortcomings due to its toy train market design, is dimensionally and proportionally correct. Its major fault is the height from rail top to car roof, which can be corrected to the proper 15 feet 1/4 inch by trimming down the bolster and re-gauging the car's coupler height. The doors all measure 12 1/2 feet (wide) and the correct length of 55 feet 9 inches will be established when new coupler boxes are added.

Body changes:

*The car roof is fine. No changes are necessary.

*Remove the unwanted detail from the car sides (i.e. latch bars (wire door rods), ladders, grab irons, stirrup steps, tow eyes, and door stops). Leave the bottom roller detail and top swing-hinge detail

in place. Leave the gussets behind the ladders, too. Plug the holes, and sand smooth. Fabricate the new parts as follows:

- wire door rods: bend from Detail Associates 1" wire (WR2505)
- ladders: cut from wire stock, like Quality Craft, brackets from styrene
Do not use plastic ladders, they are out of scale and would look like it.
- grab irons--bend from Detail Associates stock (SS6417)
- stirrup steps: A-Line 2900
- tow eyes: Kadee #5 coupler box and covers
- Grandt Line NBW detail
- door stops: fabricate from styrene
- tack boards: Detail Associates (FC6213)
- 2 piece lettering panel (for BCR cars): fabricate from sheet styrene.

*Remove all detail from car ends except for the main channel.

*Remove the unwanted detail (i.e. cast-on walkway, small plate across channel, grab irons) from the car ends. Plug holes, fill and sand. Fabricate new end detail as follows:

- small vertical ribs are cut from Plastruct I-beam (smallest size)
- cross beams are cut from Plastruct I-beam
- sign boards are cut from sheet styrene
- NBW detail optional (Grandt Line)
- ladder stock is Quality Craft, brackets from styrene
- tack boards (Detail Associates FC6213)
- brake wheel (Precision Scale 3247)
- brake hardware (Cal Scale BW351)

As mentioned previously, the BCR operated Evans-built cars. The roof and sides were basically identical to the Thrall car except for the Evans' one-piece ladder-stirrup step feature. This is easily modeled by using five rungs of the Quality Craft wire ladder instead of the four-rung Thrall version.

To duplicate the Evans car end, refer to photograph 2 which illustrates the correct arrangement of gussets and channel/cross channel placement. These can be fabricated from styrene. Note that there is no end sill or floor channel extensions on the Evans car. The coupler pocket is simply a box at the end of the main frame member. Ladder and end walkway supports will also have to be modified from the Thrall version.

To accomplish this:

- Fill in coupler swing slot with styrene. Then cut an opening for new coupler box (Kadee #5 mounted upside down). Face-of-coupler to face-of-coupler box should be a scale 55'9" overall.
- Fabricate a new walkway and supports from styrene.
Add photo-etched roof walk and NBW detail.
- Grab irons: Detail Associates (SY2202)
- Fabricate coupler lift bars from wire

*Remove the side pins from the car's floor. Cut away all the material between the floor channels at each end. Cut the bolsters down. Plug and tap the bolster for new trucks. Glue the floor to the

For an Evans car, refer to photograph 2. Leave only the main frame channel, and build a coupler box onto the end of the frame.

Install Model Die Casting trucks with 33 inch wheels to represent a 70-ton capacity car. One last detail: Fabricate the latch bar (wire door rod) cover plates (8 per door, 64 per car) from styrene strips soaked in glue, then bent over bars. Sand to shape and prime when dry.

Paint and Decals

For British Columbia Railway series BCIT 800100-800119 (photo 3), modelers should consider using Scalecoat Northern Pacific Dark Green. To accurately letter one of these cars you will need four sets of CDS 237. Refer to David Steer's article in *Railroad Model Craftsman* (February 1988, page 63) for further details.

For the Netherlands Overseas Mills car depicted in photo 4; prepare the blue using four parts of Floquil RR-57 (light blue), five parts RR-11 (reefer white), and one part RR-41 (light green). To prepare the yellow, mix 31 parts RR-31 (reefer yellow) to one part RR-30 (Orange). Herald King decal set PR-84 is applicable.

For Canadian Forest Products antique gold scheme (photo 7), use Herald King decal sets PR-82, PR-117 (herald), and PR-84 (data).

Herald King set PR-17 was produced for Triangle Pacific's 50' plug door car. The logo contained therein is much too large for the all-door car. However, modelers may be successful in reducing it photographically.

Reporting Marks

BCFX	North American Car Corporation
CFPX	North American Car Corporation
LUNX	North American Car Corporation
TCAX	Transportation Corporation of America
TPFX	North American Car Corporation

Prototype Numbering

BCFX	800-934	LUNX	4687-5084
CFPX	4542-4591		70250-70259
	4627-4686		80000-80029
LUNX	100, 101	TCAX	20000-20265
	4100-4124		30000-30033
	4144-4199		40000-40003
	4250-4541		
	4622-4630	TPFX	5000-5029
			5100-5109

Further reading: Railroad Model Craftsman (February 1988)
Railroad Model Craftsman (June 1978)
Railroad Car Journal (August 1971)

Thanks to Ron Tuff and Jim Moore for their assistance..

PGE-BCR HISTORICAL MOTIVE POWER REGISTRY (Part 3)

Compiled by Paul J. Crozier Smith

* NOTE: Correction to Part #2, 587-595 were renumbered to 601-609 in 1964

ROAD #	BUILDER	DATE	MODEL	SERIAL #	NOTES
596	MLW	6/62	RS-18	83282	Renumbered 610 in 1964
597	MLW	6/62	RS-18	83283	Renumbered 611 in 1964
598	MLW	7/62	RS-18	83304	Renumbered 612 in 1964
599	MLW	7/62	RS-18	83305	Renumbered 613 in 1964
601	MLW	4/57	RS-11M	81604	Wrecked at Prince George, Oct. 17/83 & retired 1/84. Parts used in 601:2
601:2	MLW	6/56	RS-10u	81541	Rebuilt to RS-10u 601:2 10/84 using parts of 583 & 601
602	MLW	4/57	RS-11Mu	81605	Cat re-engining 8/93
603	MLW	5/58	RS-11M	82509	
604	MLW	5/58	RS-11M	82510	
605	MLW	5/60	RS-18u	83274	Cat re-engining 11/92
606	MLW	5/60	RS-18	83275	Wrecked at mileage 474.4 June 18/84 & retired 11/84. Parts used in 606:2
606:2	MLW	5/56	RS-10u	81539	Rebuilt to RS-10u 606:2 1/86 using parts of 581 & 606. Cat Re-engining 1/93
607	MLW	9/60	RS18u	83276	Cat Re-engining 6/92
608	MLW	9/60	RS-18u	83277	Cat Re-engining 12/91
609	MLW	6/62	RS-18u	83281	Cat Re-engining 5/90
610	MLW	6/62	RS-18u	83282	Cat Re-engining 3/92
611	MLW	6/62	RS-18u	83283	Cat Re-engining 8/91
612	MLW	7/62	RS-18	83304	
613	MLW	7/62	RS-18	83305	
614	MLW	9/64	RS-18u	84817	Cat Re-engining 4/92
615	MLW	9/64	RS-18	84818	
616	MLW	9/64	RS-18	84819	Wrecked Dec. 13/64 when it fell into Seton Lake 5 mi. south of Lillooet. Rebuilt as 627 6/65.
617	MLW	9/64	RS-18u	84820	Cat Re-engining 12/92
618	MLW	9/64	RS-18	84821	Wrecked at yard, Exeter Nov. 28/79 & retired 10/80
619	MLW	3/65	RS-18	84830	
620	MLW	3/65	RS-18	84831	Cat Re-engining 10/92
621	MLW	5/65	RS-18	84832	
622	MLW	5/65	RS-18	84833	
623	MLW	5/65	RS-18u	84834	Cat Re-engining 2/91
624	MLW	5/57	RSD-17	81603	Originally built as RSD-15M demo. Demoed as CP 7007, then CN 3899, then PGE 624 then sold to CP 8921.
624:2	MLW	5/65	RS-18u	84835	Cat Re-engining 7/92
625	MLW	6/65	RS-18	84836	Wrecked Oct. 25/86 & retired 12/86
626	MLW	6/65	RS-18	84872	
627	MLW	9/64	RS-18u	84819	nee-PGE 616. Cat re-engining 5/91
628	MLW	8/66	RS-18	M3460-01	
629	MLW	8/66	RS-18	M3460-02	
630	MLW	8/66	RS-18	M3460-03	

ROAD #	BUILDER	DATE	MODEL	SERIAL #	NOTES
631	Alco	1/66	C420	3431-03	nee-L&HR 25 8/72
632	Alco	1/66	C420	3431-04	nee-L&HR 26 8/72
640	MLW	9/73	M420	M6068-01	
641	MLW	9/73	M420	M6068-02	
642	MLW	9/73	M420	M6068-03	
643	MLW	9/73	M420	M6068-04	
644	MLW	10/73	M420	M6068-05	
645	MLW	10/73	M420	M6068-06	
646	MLW	10/73	M420	M6068-07	
647	MLW	10/73	M420	M6068-08	
681	MLW	6/75	M420B	M6088-01	
682	MLW	6/75	M420B	M6088-02	
683	MLW	6/75	M420B	M6088-03	
684	MLW	7/75	M420B	M6088-04	
685	MLW	7/75	M420B	M6088-05	
686	MLW	7/75	M420B	M6088-06	
687	MLW	7/75	M420B	M6088-07	
688	MLW	7/75	M420B	M6088-08	
701	MLW	7/69	C630M	M6029-01	Retired 5/90. Traded to GE
702	MLW	7/69	C630M	M6029-02	Retired 10/91. Traded to GE
703	MLW	7/69	C630M	M6029-03	Retired 6/90. Traded to GE
704	MLW	7/69	C630M	M6029-04	Retired 6/90. Traded to GE
705	MLW	12/70	M630	M6044-01	Retired 6/90. Traded to GE
706	MLW	12/70	M630	M6044-02	Retired 10/91. Traded to GE
707	MLW	12/70	M630	M6044-03	Retired 6/90. Traded to GE
708	MLW	12/70	M630	M6044-04	Retired 6/90. Traded to GE
709	MLW	12/70	M630	M6044-05	Retired 6/90. Traded to GE
710	MLW	12/71	M630	M6055-01	Retired 11/91. Traded to GE
711	MLW	12/71	M630	M6055-02	Lost in Seton Lake, mile 154.4 Feb. 29/80 & retired /81. Raised from lake & dismantled /90.
712	MLW	12/71	M630	M6055-03	Retired 6/90. Traded to GE
713	MLW	12/71	M630	M6055-04	Retired 5/90. Traded to GE
714	MLW	1/72	M630	M6055-05	Retired 5/90. Traded to GE
715	MLW	1/72	M630	M6055-06	Retired 10/91. Traded to GE
716	MLW	1/72	M630	M6055-07	Retired 6/90. Traded to GE
717	MLW	12/72	M630	M6067-01	Retired 6/90. Traded to GE
718	MLW	12/72	M630	M6067-02	Retired 5/90. Traded to GE
719	MLW	12/72	M630	M6067-03	Retired 11/91. Traded to GE
720	MLW	12/72	M630	M6067-04	Retired 10/91. Traded to GE
721	MLW	12/72	M630	M6067-05	Retired 6/90. Traded to GE
722	MLW	12/72	M630	M6067-06	Retired 6/90. Traded to GE
723	MLW	11/73	M630(w)	M6074-01	Retired 10/91. Traded to GE
724	MLW	11/73	M630(w)	M6074-02	Retired 6/90. Traded to GE
725	MLW	11/73	M630(w)	M6074-03	Retired 5/90. Traded to GE
726	MLW	11/73	M630(w)	M6074-04	Retired 10/91. Traded to GE
727	MLW	11/73	M630(w)	M6074-05	Retired 5/90. Traded to GE
728	MLW	11/73	M630(w)	M6074-06	Retired 6/90. Traded to GE
729	MLW	11/73	M630(w)	M6074-07	Retired 5/90. Traded to GE
730	MLW	11/73	M630(w)	M6074-08	Retired 5/90. Traded to GE

RESEARCH RESOURCES

THE BRITISH COLUMBIA RAILWAY (Volume Two)

by
Timothy J. Horton

When asked to review "The British Columbia Railway" - (Vol. 2), I looked forward to it with great anticipation. I have read other works by Tim Horton and found them packed with useful reference information and numerous anecdotes that interest as well as inform the reader. This book is no exception.

For both the railfan and modeller alike, this book is an invaluable source of information and photographs. The layout style of having one photo and accompanying text on a single page is good. It allows for a complete explanation of the photo, including the rail equipment, the location, and any other interesting information that is pertinent, while keeping the reader's attention focused - not flipping pages back and forth.

If you have ever wondered where BC Rail obtained all of those Budd RDC's or what locomotives were "chopped" to build those yard slugs, this is the book for you. The author goes into great detail in his explanation of the photo subjects. Small, but important things like dates of acquisition, sale, retirement or scrapping, when buildings were built, engines were re-powered - they're all there.

The quality of the photographs is excellent. They show all detail clearly and there is enough subject variety to keep the reader interested. All of the paint schemes from the early seventies to the present are presented, a valuable aid to modellers. I would like to have some color photos included but I believe I'm starting to pick nits.

This book is very well researched, well written and well photographed. It is a must for anyone with an interest in the British Columbia Railway or, as we know it now, BC Rail.

The book is published in Canada by the British Railway Modellers of North America, 5124 - 33rd St., Calgary, Alberta T2L 1V4. Copies can be obtained for \$9.00(Cdn) plus G.S.T. (in Canada) and postage.

Douglas A. Davies
Terrace, B.C.

Pacific Great Eastern Steam Locomotives

By Patrick O. Hind

Published by the B.C. Railway Historical Association,
P.O. Box 114,
Victoria B.C.,
Canada V8W 2M1.

The Pacific Great Eastern's history dates back to 1908 when the fledgling railway was referred to as the Howe Sound, Pemberton Valley and Northern Railway Company. Their first locomotive was a 0-4-0 saddle tank, #1. In 1912, the railway was provincially chartered as the P.G.E.

During the next forty-four years of steam operation, the railway purchased another eighteen steam locomotives ranging from used saddle takers and a 0-6-0 for construction and yard work, to a Prairie, six Consolidations and seven Mikados for mainline service. The last fire was dropped in 1956 with Mikado #160 retained until 1961 for possible preservation, before final scrapping. The only surviving member of the roster is 2-6-2 saddle tank #2, which was returned to the P.G.E. for display in 1965.

Patrick Hind's soft covered, 8 1/2" x 11" vertical format, 54 page book was published in 1984. It begins with a brief history of the railway and a circa 1952 system map. Each of the nineteen locomotives is highlighted with a page of history and anecdotes recounted by former employees. Forty-three black & white photos and two artists sketches illustrate the book, with many reproduced on a full page.

The appendix consists of a complete steam locomotive roster including vital statistics and their final disposition. A tonnage rating chart from Squamish to Quesnel indicates the car capacity of the Consolidation and Mikado engines.

Patrick's book provides a complete history of the P.G.E.'s steam locomotives. Both modellers and historians of the railway will find this book an asset to their library.

Reviewed by Ron Tuff

(Ed Note: See this issue's "News" section for special pricing available to "Cariboo" subscribers on the above item.)

See next page for story.
Greg M. Kennelly Collection.



Twice Daily Except Sunday

Motorists Ride Piggy-Back on PGE

By Bill Hewlett

If you have ever ridden the "Rails to Romance" through Cariboo country, you will have seen some of nature's most eye-filling scenery. Through this land of enchantment, the Pacific Great Eastern runs a railway which has seen operation as varied as the scenery. Let's look into once facet of this varied operation.

During your station stop at Lillooet, you may see several flat cars with railings on each side. They'll cause you to take a second look because they are different. These cars are part of the "Lillooet-Seton Portage Motor Service", a 19 mile, twice-daily-except-Sunday run which dates from the days when the PGE was still in short pants.

This interesting operation was started years ago to give added service to the Bridge River area, whose towns had no connecting roads to the outside world. The PGE provided a way out to Lillooet, both for passengers and automobiles. Even today, when there is a highway connecting with Lillooet, many motorists prefer the rail route for safety reasons.

Motive power for this run is usually provided by a gas-electric combination car. The present car, #107, of Canadian National parentage, has held the run since 1949, when a Canadian Pacific gas- electric was ruled off the line because of its extensive weight.

The consist will vary only slightly. On weekends, a coach of Oregon Electric vintage will be added to take care of the Indians going to town for Saturday spending. The number of flat cars will depend on the traffic, but usually there are two or three.

Operation starts with the loading of the automobiles onto the flat cars. The gas-electric pulls the flats from their spur, and spots them near the station. Then it

runs the full length of the yard to run around them. A coach, if needed, will be picked up from a siding near the station as #107 backs down to the flats.

Watches are checked and we head southward. Number 107 steps along smartly, and we soon pass through a narrow cleft in the mountains where the waters of Seton Lake are liberated. The scenery is grand, and the morning sun reflects from the mirror-lik-e lake. Retaskit is passed--maybe there's a freight in the hole. The scenery becomes more rugged, the tracks are just gripping a narrow ledge at the water's edge, with the rock wall perpendicular right up out of sight.

At Shalalth, the flats are pushed back up a steep spur to the loading ramp and left there. The gas- electric takes the coach another four miles to Seton Portage, uncouples and runs around it on a long siding. Back to Shalalth we go, and stop past the spur. The flats, with new loads, are allowed to coast back onto the main. The train backs onto them, and we're ready to highball. Yes, Saturday is a busy day, for they're hanging out the windows. On our return to Lillooet, #107 spots the cars and then eases back to its stall in the roundhouse.

Wouldn't this operation provide variety on your line? So little equipment is needed. And best of all, you'd be duplicating a prototype operation, which is what model railroading should be doing.

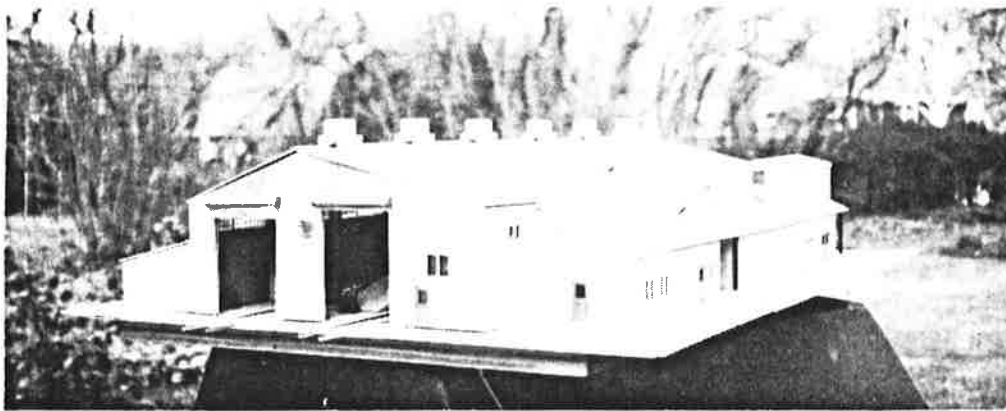
Ed Note: The softcover "101 Track Plans" (Kalmbach) contains a layout plan for the PGE from Squamish to Lillooet. It was designed before Squamish was connected to North Vancouver and rail was pushed north to Fort St. John and Dawson Creek.

Reprinted from "The Dispatcher" (May/June 1960). Published by the Seventh Division/Pacific Northwest Region/NMRA. Courtesy of Grant Ferguson.

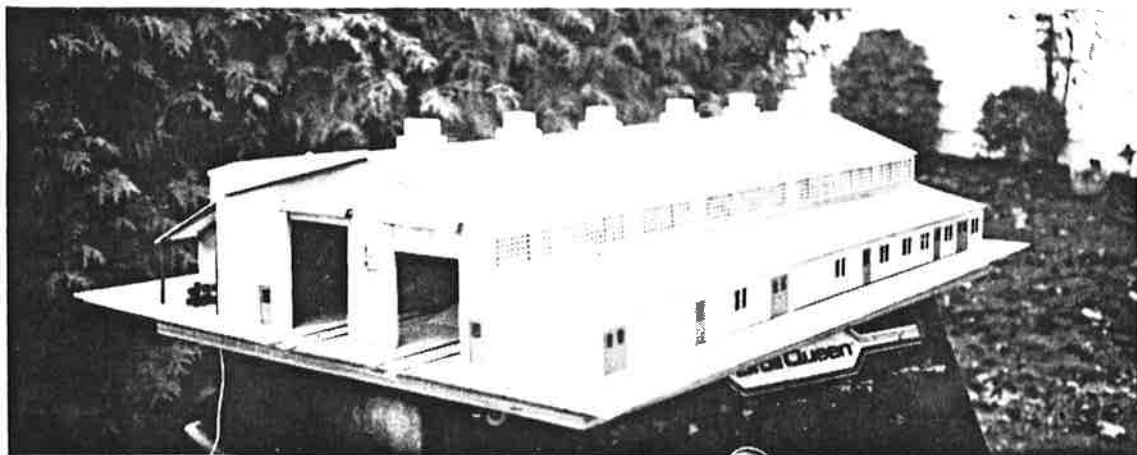
ONE MAN'S AMBITION

Back in Issue 7 (January 1992), we published Carter Cram's scale drawings of the North Vancouver Diesel Shop. Well, Peter Hansmann decided that this was just the thing for his BC Rail layout. Peter contracted with custom model builder David Chalmers to produce an HO scale version, and was kind enough to share some photographs of the completed model with us.

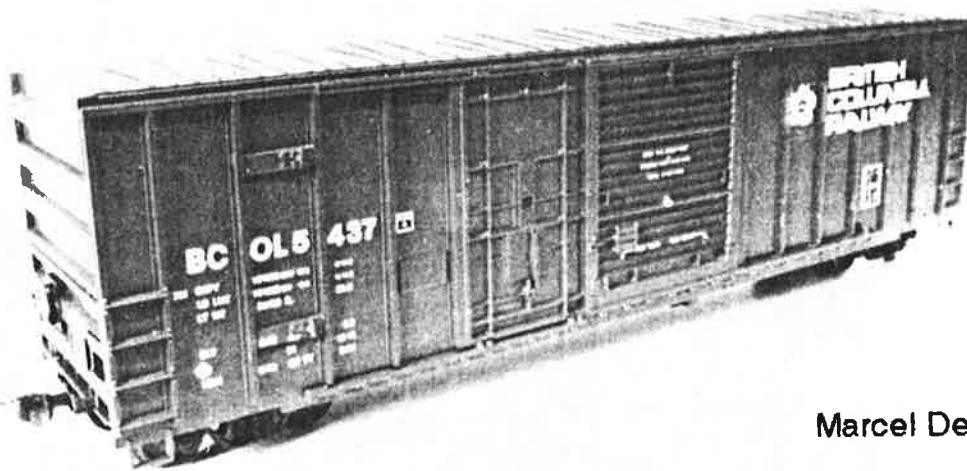
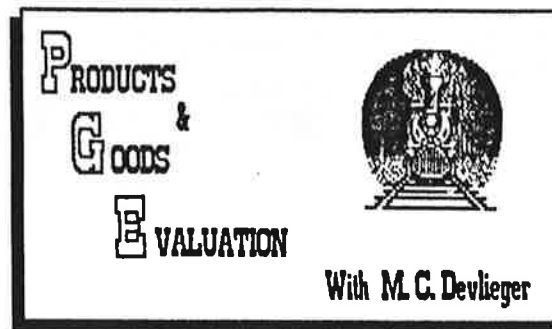
Hansmann (L), Chalmers (R).



Front view.



Rear view.



Marcel Devlieger photo.

Model Die Casting #1936: 50' 6" Combination Door Box Car

This is MDC's attempt to represent the BCR 50 1/2 foot box car with combination doors in HO scale. The MDC version is a wonderful model in itself, keeping with the line's high standards in both lettering and casting. However, the car chosen to represent the BCR prototype is inappropriate. In actuality, this series is a smooth sided car, manufactured by National Steel car, and measures 50' 6" in length. Robins Rails 50" Pullman-Standard box car (#9945-2) would fit this bill almost perfectly, needing only the installation of the proper doors. (Ed Note: Many Robins Rails parts may be difficult to locate in retail outlets. Therefore, it is suggested that the manufacturer be contacted directly at POB 267, Valhalla, NY 10595).

The MDC model measures in at a scale 51'. Unfortunately, all ladders, stirrups, and grab irons are molded into the body. The dark green is prototypically correct, however, the yellow dogwood appears to be a bit too "orangey".

The door opening should measure 14' in width. It should be noted here that BCR does have outside braced box cars, but only in single plug door and double sliding door versions.

According to the 1986 Revenue Car Catalog, BCR ordered 91 combination box cars from National Steel Car in 1972 (series 5400- 5599). These cars, rated at 159,000 lbs., were used for the transport of pulp and wood products.

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