



# The CARIBOO



The British Columbia Railway Historical & Technical Society



Issue 19

January 1995

The Takla Subdivision

PGE's Swanson Cars

Tumbler Ridge Caboose

### Publisher's Corner

With this issue, we introduce a new look. We've altered our typeface to improve readability, modified our graphic layout, and, perhaps most obvious of all, added a cover photo.

Thanks to every reader who responded to my request for assistance. If we haven't heard from you yet, it's not too late. We have a number of great features in store for 1995, and always welcome new material.

Late last year, we entered the retail sales arena. *The Cariboo* is now available at select hobby shops in Vancouver and Victoria. And we hope to add additional outlets in the months to come. Please let us know if your local hobby shop is interested in carrying our newsletter. In the past, an increase in readership resulted in an increase in issue size. And we hope this trend will continue.

Our subscriber referral program has been gaining steam. Introduced in our last issue, it grants a one issue subscription extension for each new member referral. One referral, one extra issue. Four new members, and you get a year of *The Cariboo* for free.

Just two rules apply. First all referrals must be for new members only. Second, you must request credit for the referral at the time when the new subscription order is placed.

### On Our Cover...

The big day is finally at hand. PGE #585 and #584, a pair of RS-10s resplendent in the railways' orange and green colours, are ready to make the inaugural run northward to Squamish.

Stan Styles captured this historic shot on August 15, 1956 in North Vancouver. Thanks to GTC Collectibles for granting us reprint permission.

## The CARIBOO

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All contributions are welcome. It is helpful if submissions are on a 3.5" disk in IBM Word, WordPerfect, as a "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 agreed upon 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.

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## IN THE NEWS

Edited by Jim Moore

Two rail bridges, about 10 kilometres apart, outside Takla were destroyed by arsonists. The bridges, which spanned creeks just north and south of Takla Landing, were destroyed on August 30, one day after police removed a native blockade from the nearby rail line. Members of the Takla Lake and Gitksan Fort Connelly bands had been blocking the BC Rail route intermittently since July. The cost of replacing the bridges has been estimated at about \$3.5 million. (Vancouver Province via Eric L. Johnson)□

BC Rail plans to spend \$27.4 million in 1995 to purchase and modify rail cars as part of its fleet enhancement strategy. (Ed Note: Since 1990, the railway has purchased or upgraded 2,470 cars, or nearly 30% of the revenue fleet.) Part one of the program is a continuation of current strategy which includes on-going improvements to the fleet of centrebeam cars, woodchip gondolas, high capacity boxcars, staked log cars and intermodal spaces. Part two calls for the introduction of 60-foot boxcars for use in panel product and chemic-thermo mechanical pulp (BCTMP) service. By 1998, BCR will have purchased 600 of these cars.

The plan comprised 150 new 73-foot lumber centrebeams (\$105 million), 150 new 60-foot/100 ton boxcars (\$12 million), 50 new intermodal TOFC spaces \$3.6 million, and 50 log cars constructed from existing 52-foot bulkhead flats (\$3.1).

According to railway officials, new rail car designs save money. Centrebeams reduce loading and unloading costs for customers. Moving from 70-ton to 100-ton cars reduces mechanical and operating costs. The purchase of 60-foot boxcars allows the railway to achieve the efficiencies of the 100-ton cars for lighter commodities.

The cars, which are being built in Ontario and Nova Scotia, will arrive in the first quarter of 1995. Overall, 1,766 new or refurbished cars will be added to the fleet over the next five years. (BC Rail Carrier)□

An informative article detailing the Newmarket (England) Grain Terminal and other similar facilities by BCRH&TS member Ian Bareham appeared in the May 1994 issue of *Scale Model Trains*. Ian, whose interests range from British Rail to BC Rail, was the Society's first out-of-North America member. And thanks to Ian for arranging for a nice mention of the BCRH&TS in *Scale Model Trains*.□

BCR Intermodal has unveiled a new overnight freight and large package delivery service between the lower mainland and 100 Mile House. As a result, Intermodal now serves all main Cariboo points.

Previously, 100 Mile House was the only destination not included. Goods for the area were delivered to Williams Lake where they were off-loaded to another carrier. Service took two days and was more expensive than other Cariboo deliveries. (BC Rail Carrier)□

As reported in Issue 18 (page four), three BC Rail SD40-2s had been sighted working CN's Lynn Creek yard while paying off horse-power transfers. However, at least one of them has new markings and numbers. Former BCR #738 is now HCLX #6026, and continues to operate as the middle unit of a three unit transfer set. (WCRA News)□

Vancouver Wharves Ltd has been awarded advanced certification for pulp handling and storage. This new certification, awarded by the International Standards Organization, means that VW meets stringent quality assurance requirements for pulp handling, storage, and shipboard loading. The terminal handles more than 500,000 tons of pulp annually. (BC Rail Carrier)□

BC Rail has signed a new five-year contract with Petrosul International for the transport of sulphur from the firm's plant in Hasler Flat (mile 642, south of Chetwynd) to Vancouver Wharves. The contract is a result of new sulphur tonnage to be produced at Westcoast Energy's Pine River gas processing plant. Westcoast is expanding the gas producing capacity at the plant due to an increase in natural gas in the Pine River Region. (BC Rail *Carrier*)□

Seven parcels of land were scooped up in less than a week, when BCR Properties put nine lots up for sale recently in Mackenzie. The land, which was sold mostly to local business people, lies south of town at the BCR industrial part. Average lot size was 1.3 acres. (BC Rail *Carrier*)□

Slocan Forest Products has announced plans to spend \$110 million on a new oriented strand board mill at Fort Nelson. Construction was set to begin in September with the new mill coming on line in January 1996. The provincial Ministry of Forests recently approved a pulpwood harvesting agreement giving Slocan the right to harvest Aspen fibre for 25 years in the Fort Nelson timber supply area. (BC Rail *Carrier*)□

After months of negotiation, BCR Properties and the Municipality of West Vancouver have reached an agreement that will allow BCRP to develop 18 residential lots in the Gleneagles area. The agreement also preserves West Vancouver's prized Seaview Park. (BC Rail *Carrier*)□

**FLASHBACK:** Climb into the cab with us this month as Fred Giles, retired locomotive engineer, reminisces on the very first days of the PGE. Fred was one of the motormen on the steam and gas-electric passenger cars which ran between North Vancouver and Whytecliff from 1914 to 1928. Pretend you are a passenger and listen while Fred describes the points-of-interest along the route:

"The trestle we are on now, which starts at the station right at the ferry wharf at the foot of Lonsdale Avenue and continues west for about half a mile along the waterfront, was the first part of the PGE Railway to be completed. It was finished in November 1913. About 100 feet west of the town is a wye for turning cars and a slip for loading and unloading railway car barges.

"Our first locomotive, the "Two Spot", was unloaded here with cars and material for further construction of the railroad.

"Leaving the station we pass Cates' wharf --you can see one or two boats there-- and come next to Andy Linton's boat building yard where all those row boats you see on the harbour are made. Here is the wye I was talking about and on the right is the Capilano Indian Reserve. Those Indians are making canoes. We can trace their progress each day. They start with a rough log and work away with axe and adze, and, I can tell you, the finished canoe is a work of art. Most of the canoes are short --eight or ten feet-- but they have made a racing canoe, very slim and seating eight or ten paddlers.

## BIG LUMBER MILL

"Here at the bend in the trestle is a quite large piece of land which has been reclaimed by building up the ground. It's known as "Fell's Fill". During the First World War, several fair-sized sailing ships were built here and they were fitted with diesel engines, almost the first to be fitted in ships. Passing on as we cross the Capilano Timber railway where a big lumber mill was built, and equipped with all the latest new-fangled electrically-powered machines. It didn't pay, they say, and some time ago it caught fire and burned down. That building over there is the Vancouver Creosote works.

"Now we are coming to the Capilano River bridge which invariably causes us a lot of trouble in the spring. On a number of occasions we have arrived at

the bridge to find it damaged by debris brought down by a freset and the train has not been able to cross until repairs have been made --usually two or three days.

"To expedite the repairs a pile driver with donkey engine was left on the river bank south of the bridge. One morning after heavy rain we found, as expected, that the bridge was defective and also that the pile driver and a goodly portion of bank were missing. The engine and boiler never were located.

### WEST VANCOUVER FERRY

"After we get through this bushland Capilano station is straight ahead. The waterpipe-line to Vancouver crosses under the track here and carries on under the First Narrows to Stanley Park. Soon they will be putting a tunnel under the Narrows to take the water across to the park.

"Off again through some more bush but not far ahead are practically the only houses we have seen since leaving the North Vancouver reservation. They are next to 14th Street and Ambleside Station. At the wharf is the terminal for the West Vancouver ferry. There are two small boats making the crossing each day.

"Just beyond 14th Street, at this little lumber yard, work on the railroad was held up at gun-point during construction by a disgruntled landowner. We stop for a short while at the next station, Hollyburn, there's sure to be a crowd of picnickers waiting.

"That wasn't too bad. Now, this part we're going through is some of John Lawson's property. The line cuts through the centre of his deer park and between his office and his house. On over a trestle, then along this short fill on the waterfront and we are in Dundarave. This was as far as we went in the first six month's service and there was another wye here which has since been disconnected. It was at this wye we had the first little mishap on the road.

### RAIL CAR UPSET

"It was a few weeks after the road to Dundarave opened. Men were working on a cut about 12 feet deep just beyond the station and they laid light rail down to and across the wye to move their push-carts of dirt which were being dumped a little further on. One day a motor rail car was backing around the wye to head for North Vancouver. The workmen had turned the switch to allow the car into the wye but had overlooked removing their light track from the wye rails. The conductor did not notice them and the car struck them and tipped over. Quite a little damage was done to the right front side of the car but no-one was hurt. Passengers were somewhat scare at that time, West Vancouver people seeming to prefer their boats to the trains.

"Well, from here on it is plain sailing to Whytecliff and as you can see there is no shortage of passengers on Saturdays, Sundays, and holidays. But that is another story."

The above account is reprinted from the June 1960 issue of *The Coupler*. □

**RESEARCH RESOURCES:** A very informative examination of the MLW RS-10 appeared in the August 1994 issue of *Railroad Model Craftsman*. The article, co-authored by Ken Goslett and Al Crisp, provides an insight into both the history of this uniquely Canadian locomotive plus details on kitbashing an HO scale version.

A total of eight units were delivered to the PGE in 1956-57, with some remaining in service until 1985. Within this article can be found text specific to the PGE version, along with a colour photo of #585 in the two-tone green scheme. (Jim Moore)

We discovered yet another fine source of PGE and BCR photographic prints. GTC Collectibles (25930 Dewdney Trunk Road, Maple Ridge, B.C. V4R 1Y4) has a catalogue listing of black and white negatives from the collections of Stan Styles and Gary Oliver.

GTC's catalogue is published six times a year and is available for a nominal fee. (Jim Moore)

Mike Jackson advises of a wonderful article (*Trains*, October 1994) describing the history and operation of the former Northern Alberta Railways/present-day CN Peace River Division. This is suggested reading for BCR modelers as it provides insight into the interchange between NAR/CN and PGE/BCR at Dawson Creek. □

**FEEDBACK:** Jim Pike received several responses to his "Interchange" query (Issue 17/July 94) which requested information concerning several locomotives leased to PGE or BCR.

First, the Mannix Construction RS-1's (units 50, 53-55) were former Spokane, Portland & Seattle engines which did not survive the Burlington Northern merger of 1970. These locos found their way to PGE steel soon thereafter when operated by Mannix, contractor for the Dease Lake extension. Pressed into service without benefit of repainting, the four appeared in full SP&S colours (reefer yellow, Pullman green, red titles). However, one question remains. In Issue 3 (January 91, pg. 20) is the statement that the RS-1s were "exchanged for some PGE RS-3s, RS-10s, and RS-18s." What exactly does this mean?

Second, the Weyerhaeuser (ex Columbia & Cowlitz) FM H-10-44 which the PGE leased from Alco in 1969 (and late purchased in 1972) remained in its yellow and black paint scheme (first as D1, later as #1004). This engine was assigned to the North Vancouver yard for switching duties. Jim adds that the Minitrix N scale offering is of a late-production FM H-12-44 which is 3 feet too short for the PGE unit. Number 1004 was retired in May 1975.

Third, the two RS-27s (Units 675 and 676) which PGE leased from MLW in June of 1973 operated in the manufacturer's maroon or tuscan and grey colours. A rectangular logo (similar in appearance to those found on the PA-1 demo units on the CNR) containing

the letters "MLW" appeared on the cabs sides. Both 675 and 676 were returned in January 1975.

Fourth, the three C636 engines (#5401-5403) which PGE leased from Morrison Knudsen in September 1971 were yellow (similar to SP Armour yellow) with the top of the long hood and sides to the bottom of the aftercooler black. The black and yellow on the side of the long hood are separated by a red stripe perhaps 4 inches in width. Walkway and below were black except for the trucks which were silver. The lettering "Morrison Knudsen" (all in caps) is stenciled in black on the long hood, with "Railroad Division" below in smaller lettering. The Morrison Knudsen logo is a red circle, outlined in white, with "Mko" in white. These engines were returned to the lessor in December 1971. Question: It has been reported that these locomotives were leased while MK used PGE diesels for track work. What project did this lease arrangement relate to? □

The PGE log artwork which appeared on page 16 of Issue 18/October 1994 was prepared by Greg M. Kennelly. The artwork originally appeared in Issue 3/January 1991 as part of Greg's feature on the evolution of the PGE corporate design. □

We have some further details concerning the photograph of barge *PGE No. 2* and tug *Point Ellice* which appeared on page 13 of Issue 18. The date of the photo is circa July 1955, and it is the work of Gary Oliver. Thanks to Gary and GTC Collectibles for granting *The Cariboo* permission to share this photograph with our readers. □

Quite a bit of comment has been received regarding David Morgan's article (Issue 18/October 1994) entitled "PGE's Maritime Operations 1913-1957".

For instance, we recently learned that both *Conveyor* and *Operator* were steam-powered stern wheelers. The two vessels were of typical riverboat design, and included some on-board passenger accommodations. Both *Conveyor* and *Operator* served as supply vessels during construction of the right-of-way between Soda



Creek and Fort George (now known as Prince George.)

And, of course, additional questions have been raised. For example, the July 1961 issue of *The Coupler* included a story chronicling the retirement of PGE roadmaster Jim A. Miller. Miller, employed with the railway for 42 years, started in July 1919 as skipper on the PGE barge "*Cindy No. 1*", which ran between Vancouver and Squamish. (Four months later Miller was transferred to a section crew in North Vancouver.) Can anyone provide further details about "*Cindy No. 1*"? Was this barge owned by the railway or contracted from a private operator? What years did it operate on behalf of the PGE?□

## CAR SHOP

Following up to item (Issue 18, page 4) regarding cylindrical potash hoppers: There seems to be some confusion as to the original (delivery) colour of the Potash Corporation of Saskatchewan cars. One report has the colour being rose red, while another calls it burnt orange. (Burnt orange is also the colour used by POTACAN.)

Perhaps someone with an interest in these cars can prepare a short article describing variations, colour schemes, numbering, etc. Accompanying photos would be a great help, too. (Mike Jackson and Jim Moore)□

Correction: The retail price for Walther's HO scale Pullman-Standard PS2CD eleven rib covered hopper is \$9.98 plus tax. The previously quoted price of \$29.98 is for a three-pack of "limited edition" cars. (Mike Jackson)□

## INTERCHANGE

**TRACTOR AND TRAILER INFO:** Laszlo Dora (47 Taylor Drive, Toronto ON M4C 3B4) is seeking photos of BCR's International *Transtar II* cab tractor and the Kenworth low-hood model cab tractor. He is also seeking dimensional data and photos of BCR's refrigerated trailers which are equipped with the large Thermo-King refrigeration units.

**INSULATED/HEATED BOXCARS:** John Bryce (2327 Nella Vista Avenue, Los Angeles CA 90027) is preparing an article for publication in "The Cariboo" spotlighting the railway's 8000-series insulated/heated boxcars. Anyone with information pertaining to the history and/or on-line use of these cars (both 40-foot and 50-foot versions) is kindly requested to contact John.

**CABOOSE INFO REQUESTED:** Greg M. Kennelly is preparing a feature for *The Cariboo* which will illustrate the numerous paint scheme variations of the PGE/BCR caboose fleet. Does anyone know the earliest date that #1851 appeared in the two-tone green scheme with PGE markings? Also, Greg is seeking prints/slides of units 1856, 1859, and 1860 in the two-tone scheme. Please contact Greg (7739 Gray Avenue, Burnaby, B.C. V5J 3Z7) before sending any material.

**N SCALE DECALS:** Bill Thawley (POB 493, Cape May, NJ 08204) wants to hear from any of our N scalers interested in obtaining custom printed BC Rail decals. If enough interest is generated, Bill will arrange for the sale of these decals through our newsletter.

**ICE STORAGE DETAILS:** David Morgan (20887 Alpine Avenue, Maple Ridge, B.C. V3Z 1B9) is seeking plans/dimensional data for the ice storage facilities formerly located in Squamish yard. Also wanted are any details relating to PGE's ice reefer operations.

**BC Rail in the 90s: FORT ST. JAMES AND THE OMINECA DISTRICT****Eric L. Johnson****HISTORY**

The northwest corner of the province of British Columbia, rich in minerals and heavily-forested, is relatively undeveloped and inaccessible. In a grand design to open up the area to exploitation, the Social Credit government and the Pacific Great Eastern Railway (PGE) made plans in the early 1960s to extend track into this region. By 1966, construction northwestward from Odell, at mile 495.8 on the Chetwynd Subdivision, commenced. The projected route, 485 miles of all-new grade, would be commonly referred to as the "Dease Lake Extension" - Dease Lake being the ultimate destination. No roads paralleled the route, although Takla Landing, 122 rail miles from Fort St. James, could be reached via the rough Germansen/Manson Creek Road - 190 miles in all. The area to be served by the Dease Lake Extension would fall within the PGE's new Omineca Division-- the Cariboo and Peace River Divisions were then already well-established (Ed Note: BC Rail no longer splits the rail system into "divisional" areas).

By 1968, rail from Odell, mile 0, had reached Fort St. James station at mile 72.5. The village of Fort St. James, located at the southerly end of Stuart Lake, was founded in 1806 as a Northwest Company trading post, and served for years as a base for exploration and exploitation north and westward. Situated at lake level, elevation 2230 feet above sea level, the village was not suitably located as a point on the rail line. Thus, the railroad station and yard were built on the flats, 300 feet higher and three miles to the northeast of town. A "townsite spur" five miles in length, and with a ruling grade of 2%, wound down from the east end of the yard to the shore of Stuart Lake. A feature, at the foot of present-day Stories Bay Road, the lake terminal was used until about 1970 for transfer of construction material from rail to barge for work on the line northwesterly. No adequate overland roads existed then, but navigable lakes and rivers roughly paralleled the planned rail route for about 175 miles beyond Fort St. James. There was no passenger terminal on the spur line, but an Esso bulk fuel plant and a chip-loading area were serviced. Rail of the Fort St. James "townsite spur" was pulled up in the 1970s, but the right-of-way and grade are clearly evident today.

Until 1973, rail north from Odell was included in the Takla Sub (Subdivision), and was complete and in operation to Fort St. James, with grade as far as Bulkley House (mile 206) listed as "under construction". Additional trackage was laid at mile 37.4 for Takla Logging, and was listed by BC Rail from 1970 until 1978. By late 1975 track as far as Leo Creek (mile 151.5) was operable and the whole section, Odell to Leo Creek, became the newly designated Stuart Sub. Track from Leo Creek, the divisional point, onward was now the Takla Sub which was operable as far as Bulkley House, with the line to Jackson (mile 336) listed as under construction. By 1977, operable track extended to mile 309, and the grade was almost complete to Dease Lake, although there was no revenue traffic- north from Driftwood. Several BC Rail sidings had already been designated, and at this time BC Rail also began listing additional trackage for Silvican Resources (in 1984 this was re-listed as Rustad Brothers) at Lovell, and for North Central Plywood at Lovell and Driftwood. About 1977, further construction on the Dease Lake Extension was stopped because of enormous construction cost over-runs and little hope for further industrial development along the line. An article in TRAINS (August 1986) titled, "Mixed Train in Search of Alaska" details the politics and problems which had dogged the Dease Lake Extension.

During the period of development - and decline -- BC Rail ran passenger service on the Stuart and Takla Subs. From 1973 combo 5248 (now 990602, the "Takla Coach") and coach 3060 (now 990603) were in use between Prince George and Driftwood. The combo had been rebuilt with a freezer and cooler for meat and produce destined for BC Rail and other



camps up-line from Fort St. James. Many of the passengers were native Indians from far to the northwest, who, until the arrival of the Dease Lake Extension, lived in relative isolation. Now they could ride the train to Prince George or Ft. St. James, shop, and be home with ease not previously imagined. When activity was at its peak on the Takla Sub, trains left Prince George every Thursday and Sunday. At the Fort St. James station, northbound passengers piled their purchases in individual heaps on either side of the track to await the train. When the train was spotted, all piled on, cramming their goods into the coaches for the slow trip home. Stops were made at practically every small native community on the route -- places such as Tachie, Grand Rapids, Trembleur, Eagle Creek, Leo Creek, Takla Rainbow Lodge, Takla Post, Takla Band, Graveyard Crossing, Bulkley House, Driftwood, and many other unnamed spots. Cessation of passenger service was particularly upsetting for the natives who had by now become accustomed to more modern amenities.

In the 1970s, sawmills in the Fort St. James area were built and soon put into production -- and three have remained in production to today -- but developments up-line were not so fortunate in the long term. At Leo Creek, Netherlands Overseas developed a sawmill complex and shipped rough lumber to Prince George. Takla Forest Products (Canifor) also had a large logging camp at Leo Creek, from which logs were shipped to their mill at Fort St. James. At Lovell (Ed Note: Lovell Cove is on the shore of Takla Lake, BC Rail's station is called Lovell), Pinette and Therien, a Williams Lake concern, set up a sawmill and treating plant; shipping lumber, chips, and treated ties. At Driftwood were two 20-car load-out tracks from which Northwood shipped logs to Prince George - operations here ceased in 1982. Finally, revenue trains on the Takla Sub ceased to operate in 1983 when the remaining industries were also shut down. The reason for the closure of these new mills and plants was a seemingly-innocuous forest insect.

The region northwest from Fort St. James is called the Takla-Sustut. It is a portion of the huge Prince George Timber Supply Area (TSA), a region administered by the provincial forests ministry. In the early 1980s, a spruce bark beetle epidemic of "world-class" proportions east of Prince George caused the provincial forests ministry to direct (order) companies from the Takla-Sustut and other parts of the TSA into a hectic and concerted salvage operation. Logging operators converged on the enormous stands of dead arid dying beetle-infested timber, suspending operations elsewhere. BC Rail's Takla Subdivision was among the many casualties.

Railroad timetables show no change in status from 1977 until April of 1989 when, in a drastic move, the Takla Sub was eliminated (temporarily), and Fort St. James became the northern terminus of the Stuart Sub. Almost 265 miles of railroad track went into limbo. In writing off the investment in the northern part of the Dease Lake Extension in 1989, BC Rail took an \$82 million loss.

By the late 1980s, the spruce bark beetle epidemic was under control, timber salvaging in the TSA was slowing down, and timber companies once more began looking to the Takla-Sustut for a timber supply. Then in 1990, BC Rail was approached by a consortium of eight logging companies. This group was made up of six entities referred to as Takla Track and Timber (with holdings in the Lovell Cove area) plus two others, Rustad Brothers and Prince George Wood Preserving (the latter pair would soon be absorbed by Northwood Pulp and Timber). Under the leadership of Northwood Pulp and Timber (one of the consortium member companies), negotiations began with BC Rail to reopen and restore track north from Fort St. James. The railroad would be used to haul logs only -- no mills were planned for the area. A total of \$25 million was spent on track rehabilitation in 1990. Under a 20-year agreement, a special freight rate to be paid by the consortium would allow BC Rail to recover its costs in making the line fit for service. The line was rebuilt to Minaret Creek (mile 274), although trains today go no farther than Lovell (mile 197).

The first revenue train in seven years moved down the line in mid-December of 1990. In early 1991, the Takla Sub was reinstated, with the Stuart Sub/Takla Sub divisional point initially at Leo Creek. Shortly thereafter, it was moved back to Fort St. James, where it remains today. At the time, it was projected that the line would carry 13,000 carloads of logs per

year, but start-up was slow. During the 1991 season, when about 5000 carloads were moved, two train crews were stationed at Fort St. James, each making ten trips followed by four days out. But by 1992, traffic had increased, and shipments were being made at the rate of 13,000 carloads per year - as had been anticipated.

Passenger service in the form of the "Takla Coach" was revived with the re-opening of the line in 1991, but by mid-1992 this service was discontinued. Adequate forest roads had by now been extended to the outlying camps, and BC Rail no longer considered the "relief" service necessary.

## Operations Today

### The James Switcher

The Prince George/Fort St. James switcher, referred to as the "James Switcher" and operating as an "extra", makes six return trips per week from Prince George. Each Sunday through Friday, the James Switcher leaves Prince George at about 0700 hours with empty box cars, chip cars, bulkhead flatcars, log flats, and the occasional car of maintenance-of-way supplies. Trains are commonly 80 cars in length. From Prince George, the James Switcher runs northward for 33 miles on the Chetwynd Sub as far as Odell, where it switches onto the Stuart Sub, arriving at Fort St. James about 1030 hours. Trains are made up at Fort St. James from log cars just arrived from Lovell, and from cars of chips and lumber manufactured at sawmills operating in the immediate area. No industries are served between Prince George and Fort St. James. The southbound James Switcher leaves Fort St. James about 1200 hours, arriving back at Prince George about 1600, however, the times listed above can vary. The seventy miles of Stuart Sub trackage is laid with 100-lb rail, is well maintained, and has few speed restrictions. The line is intersected by a few forest service roads.

A variety of power can be seen on the James Switcher, and engine sets, or parts of engine sets, are exchanged for Takla Sub engines on almost every turn. The following arrivals and departures illustrate how units are shuttled to Prince George and back for refueling and servicing:

June 6, 1994: Extra 643 North w/ 682 and 646.  
Extra 645 South w/ 683, 642, 605, 681, and 630.

June 6, 1994: Extra 765 North w/ 642, 681, 645, and 766.  
Extra 766 South w/ 765.

June 7, 1994: Extra 4617 North, w/ 644, 683, 605, and 4609.  
Extra 4617 South, w/ 646, 682, and 643, w/ 4609 as a remote.

Cabooses remain at the tail end of a string of log cars, and similarly make regular round trips to Prince George and back for servicing.

### The Fort St. James Yard

The Fort St. James yard office is staffed by three men working the day shift, Monday to Friday. There is a three-man crew for the yard switcher working similar hours. One part-time employee coordinates traffic on Saturdays and Sundays. There are at present three sawmills at Fort St. James producing an average of twenty-five cars of chips and twenty cars of

lumber per day. All operate Monday to Friday only. The yard switcher and its crew also work the same days, day shift only.

At present, yard switching is handled by an RS-18 (Cat)/slug set, although in the past a lone RS-18 (Cat or MLW) or a pair of RS-18s have been used. The Fort St. James yard has no engine servicing shop, so the yard engine is sent to Prince George for maintenance. Locomotives are re-fueled by truck from the local bulk fuel plant. BC Rail's yard switching crew is on duty at 0730 hours and hustles to have trains ready before 1000 hours.

Yard trackage runs right through two of the sawmill yards. The Canfor mill, which is the larger of the two, operates its own Trackmobile, thus assisting BC Rail considerably in switching chores. The Stuart Lake Sawmill is switched by the BC Rail crew. The Apollo Mill is about 1.8 miles north of the Fort St. James yard, but since cautionary limits extend from mile 71 to mile 76, the yard switcher needs no clearance from RTC to service the Apollo yard. In marshaling southbound trains, power from the inbound James Switcher, or off the "Logger", is often used. Forty or more loaded log cars, and as many loaded chip, bulkhead flats, and box cars are a bit much for the RS-18/slug yard switcher. As noted earlier, trains are 80 cars or more in length. The average weight for car and load are: log cars -- 23/85 tons, chip car -- 30/70 tons, bulkhead flat cars -- 30/70 tons, and box cars -- 28/58 tons.

The wye at Fort St. James is unusual. The very long south leg and the tail, which are part of the original "townsite spur", lie at about a thirteen degree angle with the main line. The south leg can hold about sixty cars, the tail eleven cars. The north leg of the wye is only a short curved section of track. Besides spurs into the mills, the yard has four storage tracks parallel to the main. Total yard capacity is 280 cars.

### The Logger

Officially known as the Fort St. James/Lovell switcher, the "Lovell Switcher" (also called the "Logger") is really two trains: one northbound, and one southbound. Each runs seven days a week. Northbound trains leave Fort St. James at about 1100 hours, following the arrival of the James switcher, and usually meet southbound "Loggers" at Tachie (mile 99). All trains operate as "extras". Manned by a "full crew" of four men, the "Logger" takes fully eight hours, over 85 lb. rail in poor condition, and with speed restricted to 20 mph, to traverse the 125 miles. The northbound thus arrives at Lovell after 1900 hours. At Lovell, an additional hour of switching is needed to make up next morning's southbound run. Southbounds leave Lovell at about 0500 hours and arrive at Fort St. James by 1300 hours. Times are, of course, "called-for" and can vary. Three full train crews are stationed at Fort St. James, living in BC Rail bachelor quarters, to provide seven-day per-week "Logger" service. BC Rail also provides quarters adequate for a single crew at Lovell.

Power on the Logger is most often a trio of MLW engines, M420/M420B/M420 -- only 4-axle units are permitted. But since the destruction of one-quarter of BC Rail's M420 fleet in an accident earlier this year, RS-18s have also been utilized here. Leading one regularly-used engine set was Cat-engine #605, with M420B #681, and RS-18 (still MLW, and in green paint) #630. Power is turned on the Lovell wye, thus engine #630 did not lead on the run back to Fort St. James. Incidentally, M420 number #645 is still in green paint almost four years after all of the other fifteen M420s were repainted in red/white/blue.

Logging at the north end of the line is done by a consortium of companies operating under the banner of Northwood Pulp and Timber. Over 100 men working for contract loggers are stationed at this camp. Logs harvested in the immediate area are trucked to Lovell where they are loaded onto the rail cars. More than forty cars per day were being loaded in early June, and the log loader works 24-hours per day. However, train service is not consistent throughout the year. There is always a three to four week period in April and May when truck roads become impassable (spring break-up) halting train

movements. Similarly, transportation of beetle-killed wood by rail is halted for a month in mid-summer to combat the infestation spread of beetles which are in flight during this season. Logs out of Lovell are hauled to the Rustad Brothers sawmill adjacent to BC Rail's Prince George yard, although for short periods logs are also sent to the Pas Sawmill near Hart siding.

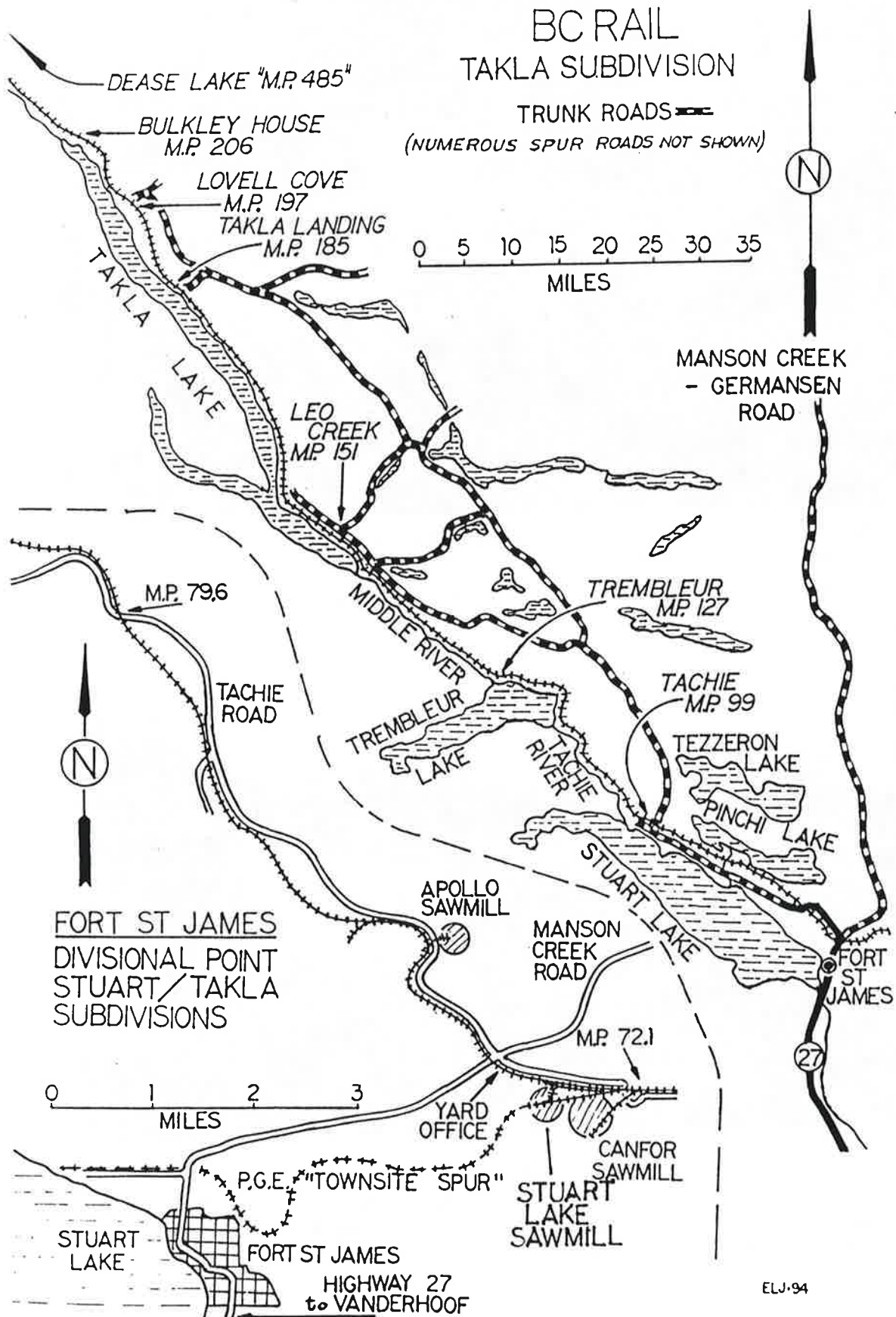
There is at present no business on-line between Fort St. James and Lovell. In earlier years, logs and forest products were loaded at several stations along the line. At Tachie is the Teeslee Sawmill, funded by the Indian Department, which has yet to reach the production stage. At present, a siding, but no spur, exists here. Between Fort St. James and Lovell there are five sidings, and wyes are located at Leo Creek and Lovell. Track on the Takla Sub is in poor condition. No major work is underway, and only three 3-man section gangs maintain the line. The gangs are stationed at Fort St. James, Tachie, and Takla Landing. BC Rail has no employees stationed at Lovell.

The greater part of the Takla Sub is inaccessible by road. From the Fort St. James yard, ten miles of pavement parallels the railroad, although only the first seven miles provide good access. Beyond ten miles, it is all gravel/dirt road, in some seasons in poor (impassable) condition, but classed as "good" by people familiar with off-pavement driving. A map of forestry roads produced by Canfor (the largest producer of forest products in the Fort St. James area) called the "Recreation Road Map for the Prince George Forest Area" is an indispensable item for visitors. It is available at Forest Service offices in the area. Unfortunately the map extends only as far as Takla Landing, but federal government 1:250,000 topography map 93M (Hazelton sheet) carries on to Lovell and beyond. What the maps reveal is a network of forest service trunk and spur roads - none providing easy access to the Takla Sub. Between mile 80 and Leo Creek (mile 151) roads intersect the rail line at only three places -- including mile 103.9 where a four-engine log train and several cars of logs were derailed on January 29, 1994, when struck by a truck carrying a bulldozer. (At the icy downgrade approaching the crossing, the truck could not be brought to a stop. The driver attempted to "ditch" the truck, but snow banks built-up by plows on both sides of the road prevented this. Following the collision, the truck cab was so mangled that it was almost indistinguishable as such. The driver survived, but lost sight in one eye). Leo Creek, on the shore of Takla Lake, is reached by a circuitous route - in this area a road closely parallels the rail line for several miles. Up-line, and also on Takla Lake, are Takla Landing and Lovell, but none of these stations are connected by lake-shore roads. The latter pair may be reached, as Leo Creek is, by roads which loop far back into the hills. Maps do show the rail line closely following the shore of the Tachie River, Trembleur Lake, Middle River, and Takla Lake. Perhaps a power boat would be better for chasing the "Logger"!

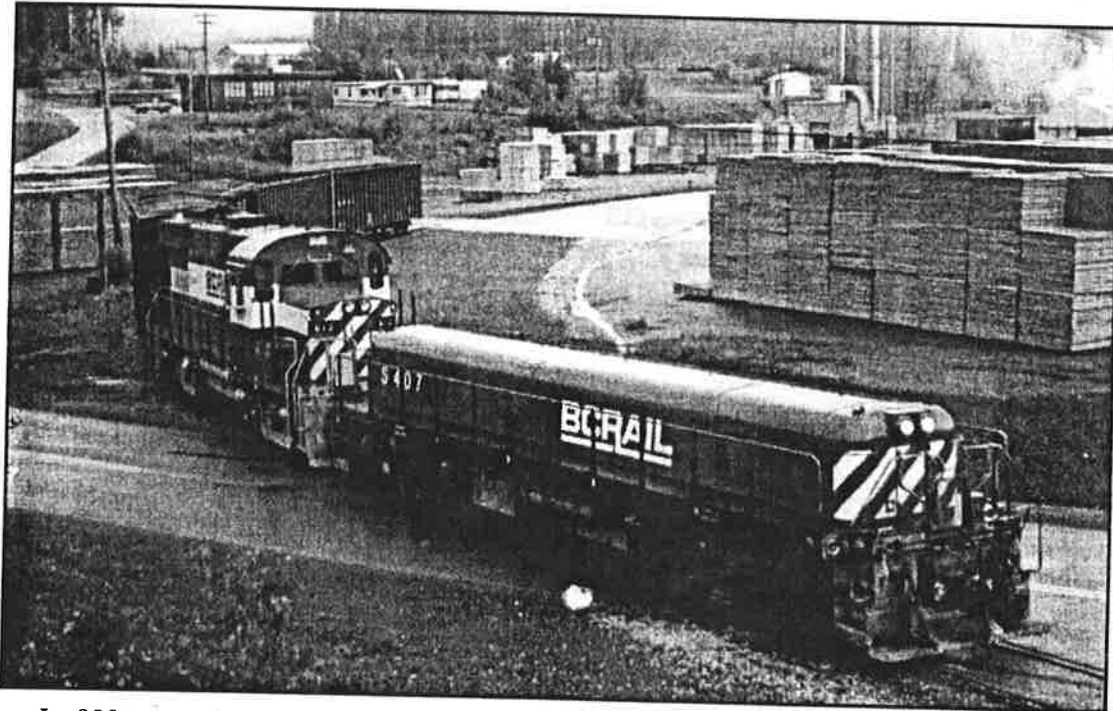
Fort St. James, a village of over 2000 people, is reached by 100 miles of excellent paved roads northwest from Prince George. There are three good motels in town, and as many RV/camp sites. Beyond town, you will find only "sportsman" resorts and fly-in camps, none convenient for train watching. There aren't any public accommodations at any of the stations along the rail line. Most visitors see the Fort St. James district as a hunting and fishing paradise (which it is), but it is also a joy for any lover of the outdoors. Winters are harsh, but the landscape is beautifully scenic in any season. This relatively unspoiled lake, river, stream, and forest country will give railfans a relaxed look at one of Canada's most unique forms of railroading. Bearing in mind the 20-year agreement with Northwood, the immediate future of the Takla Sub seems secure. As at all BC Rail operational sites, you will find the BC Rail staff at Fort St. James a fine-spirited bunch -- and cheerfully tolerant of curious railfans toting cameras and asking questions. A delight to visit!

Special thanks to Jim Guay, terminal supervisor at Fort St. James; formerly with the CNR at Prince George. Jim has been with PGE/BCR since 1966.





ALL PHOTOS AND ARTWORK BY ERIC L. JOHNSON

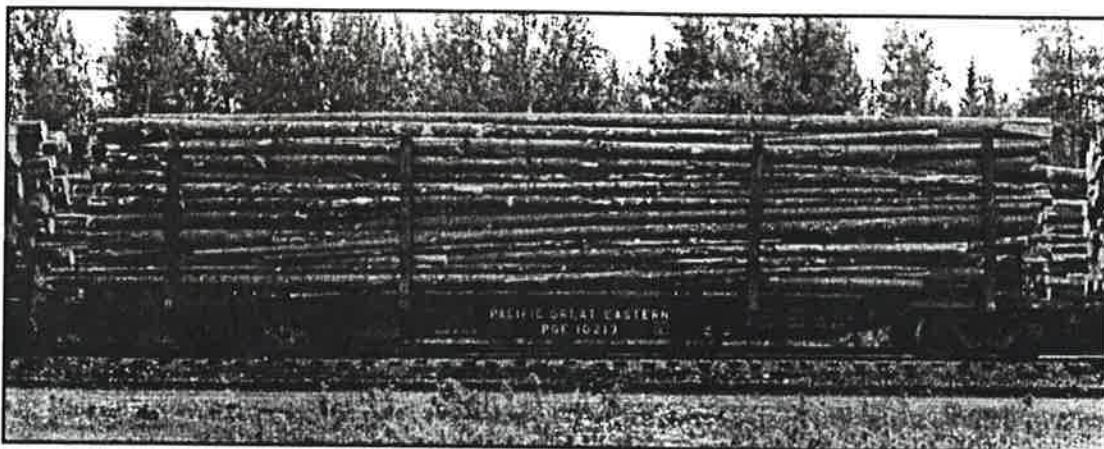


Its 800 am on 6 June 94. The Fort St. James yard switcher (RS-18 [Cat] and slug S-407) are shunting cars into the Apollo Sawmill.



Its high noon, and the southbound "Logger" has just arrived in Ft. St. James from Lovell. Today's train was powered by diesels 646 (M420), 683 (M420B), and 811 (C425). Next came about 40 pole cars, a 50' reefer (ex insulated/heated box), coach 990602 ("the Takla coach"), and CN caboose 78190. 24 September 91.

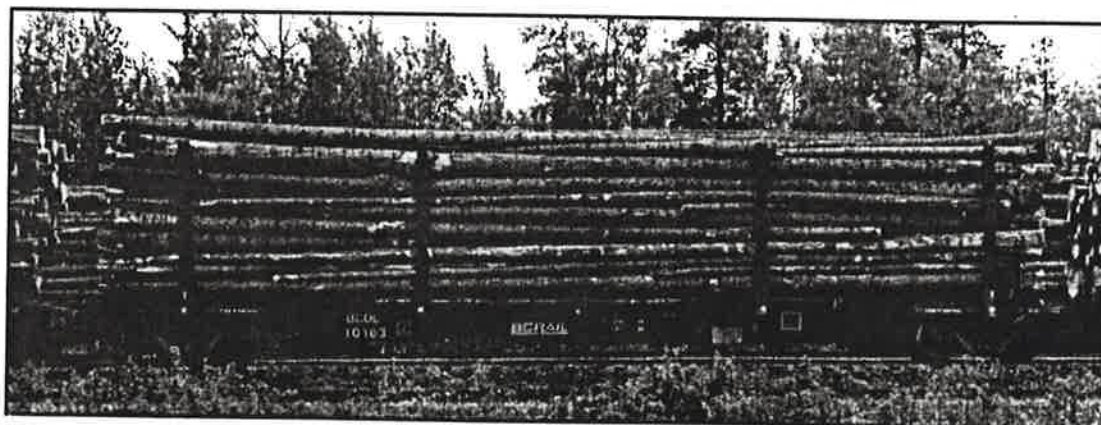




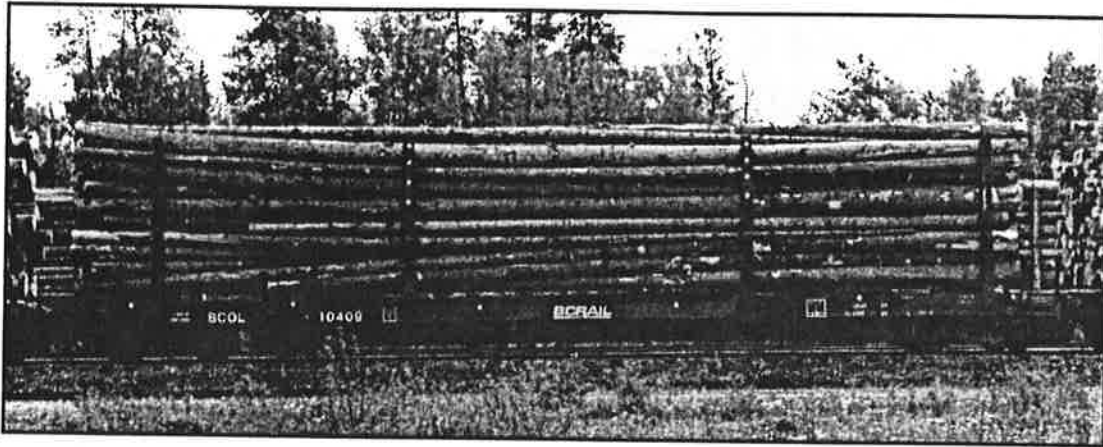
PGE 10213, a 62'-9" pole car. Despite the passage of more than 20 years, the car's PGE lettering remains in place. Ft. St. James. 4 June 94.



BCOL 10293. From the same series as car above, this example still wears the dogwood herald. Ft. St. James. 4 June 94.

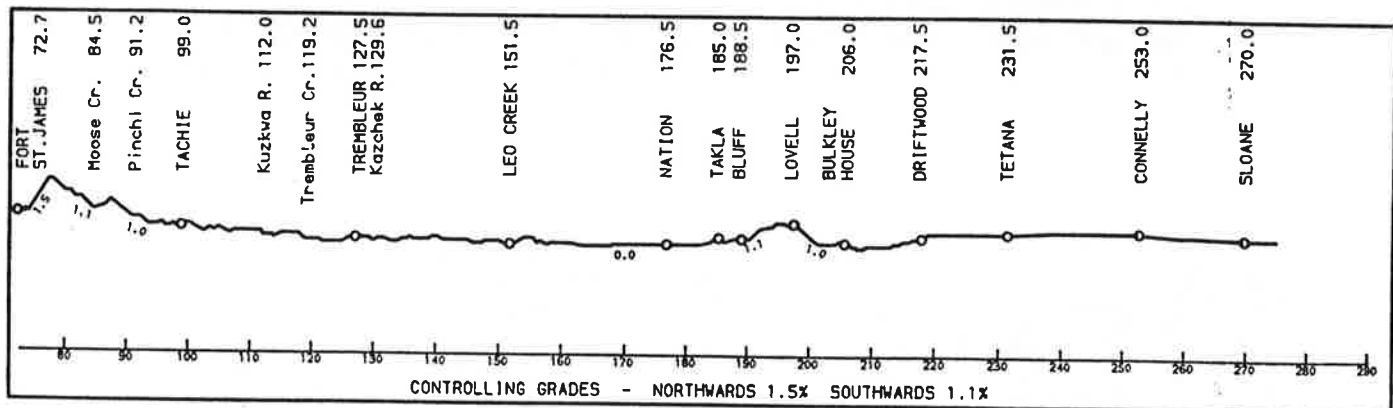


BCOL 10163. Relettered in the current day style. From the same series as the car above. Ft. St. James. 4 June 94.





BCOL 10409. 62'-9" pole car. Rebuilt at Squamish shops from 52'-8" bulkhead flat. Ft. St. James. 4 June 94.

### TAKLA SUBDIVISION



Reprinted from Time Table 4 -- June 13, 1993. Courtesy of BC Rail.

NORTHWARD TRAINS		OS CALL	DOB LIMITS	CAUTIONARY LIMITS	MILES FROM ODELL	TAKLA SUBDIVISION		CAPACITY OF SIDING IN FEET	RADIO TOWER DIRECTORY	SOUTHWARD TRAINS	
						STATIONS					
		5901	72.7	↓	72.7	OCS {	..... FORT ST. JAMES FAX-B-Y-U	YARD			
				76.0	73.3		SW .....	0.6			230
					99.0		..... 25.7				
		5902			127.5		..... TACHIE .....	4900			231
		5903			151.5		..... TREMBLEUR .....	5900			
					176.5		..... 24.0				
					185.0		..... LEO CREEK .....	5400			
		5904			188.5		..... 25.0				232
					197.0		..... NATION .....	2000			
				196.0	206.0		..... 8.5				
				199.0	217.5		..... TAKLA .....				
					231.5		..... 3.5				
					253.0		..... BLUFF .....	4750			
					270.0		..... 8.5				
							..... LOVELL .....	5600			233
							..... 9.0				
							..... BULKLEY HOUSE				
		UNDER CONSTRUCTION						289.7	..... 11.5		
					309.5	..... DRIFTWOOD .....	5950		234		
						..... 14.0					
						..... TETANA .....	2500				
						..... 21.5					
						..... CONNELLY .....	6240				
						..... 17.0			235		
						..... SLOANE .....	2600		236		
						..... 19.7					
						..... MOSQUE .....	5600				
						..... 19.8					
						..... CHIPMUNK .....					
						SPECIAL INSTRUCTION 1.11 APPLIES RADIO CHANNEL GROUP A					

## TAKLA SUBDIVISION FOOTNOTES

MAXIMUM SPEED LIMIT RDC UNITS ..... 40 MPH  
 OTHER TRAINS AND ENGINES ..... 25 MPH

Speed Limit Between Mileages	MPH Freight Units
72.7 — 73.4	25
73.4 Crossing	20*
73.4 — 162.0	25
162.0 — 181.0	20
181.0 — 185.0	25
185.0 — 186.5	15**
186.5 — 272.0	25

\* Entering Public Crossing at Grade until fully occupied.  
 \*\* Northward and Southward trains may resume track speed once engine passes sign at Mile 186.5 Northward or Mile 185.0 Southward.

## TREMBLEUR

Cars must not be stored on siding within 1150 feet of South Siding Switch.

## TAKLA

Use whistle signal 14L freely between Mile 185.0 and Mile 186.5.

## MILE 272.0

Main Track begins and ends CROR Rule 105 applies North of Mile 272.0.

No movement may be made North of Mile 275.0 without proper authority.

## DERAILS ON SIDINGS &amp; WYE

Lovell - South leg of Wye

## The PGE "Swanson Cars" by Robert F. (Bob) Deno

During the building of Pacific Great Eastern Railway's northern extension to Fort St. John and Dawson Creek in the late 1950s, the railway ordered the construction of several "disconnected log trucks" to facilitate track laying. These cars were the brainchild of R.E. (Bob) Swanson, then Chief Inspector of Railways for the Province of British Columbia. Swanson would later be recognized as the driving force behind the inception of the Royal Hudson steam train.

Swanson, who grew up amid the numerous logging and mining railroads of Vancouver Island, was responsible for applying the unique principle of "disconnected log trucks" to the task of distributing rail for track laying, hence the name "Swanson Cars".

The trucks, about forty in number, were gleaned from remnants of the logging industry. They were converted to carry rail by Pacific Drydock in North Vancouver during 1956-57. Each truck had archbar side frames, with 4.25" x 8" journal bearings. Additionally, each truck was equipped with a K-Triple Brake Control Valve, all features which have long since disappeared from the railroad scene.

Unlike its "woods" counterpart, each pair of rail carrying trucks or "car", was (when loaded) connected by a "gin-pole". This design was necessary as the steel rail load did not provide sufficient friction to hold the trucks in position (as compared to a load of logs.) The exact length of the gin-pole is unknown, but it provided sufficient spacing between the trucks to carry 39-foot lengths of rail. Made from either a 10" x 10" or 12" x 12" piece of timber, with provision on each end to connect to the inboard end of each truck, the gin-pole carried a length of air hose to provide brakepipng between the trucks.

When in operation, several loaded cars would be delivered to end of steel by a work train. A Burro crane would unload each rail from the car directly behind it, and place it (in front) on the previously distributed and positioned ties, progressing onward as the rail was temporarily spiked in place. When the car was empty, the gin-pole would be disconnected, and the trucks lifted off the tracks. Each set would then be placed to one side so as to make the next car available for unloading. The trucks and gin-pole would be picked up later and reassembled on the rail, ready for transport back to the loading area by the work train. Permanent spiking and ballasting, followed by lifting and aligning of the track, would be performed later, thereby allowing the rail laying to progress unimpeded.

Until a few years ago, I had heard reports that these Swanson cars were being stored in a remote gravel pit somewhere north of Prince George. However, I now understand that they have since been scrapped. The only remaining example is located at the railway museum in Prince George.

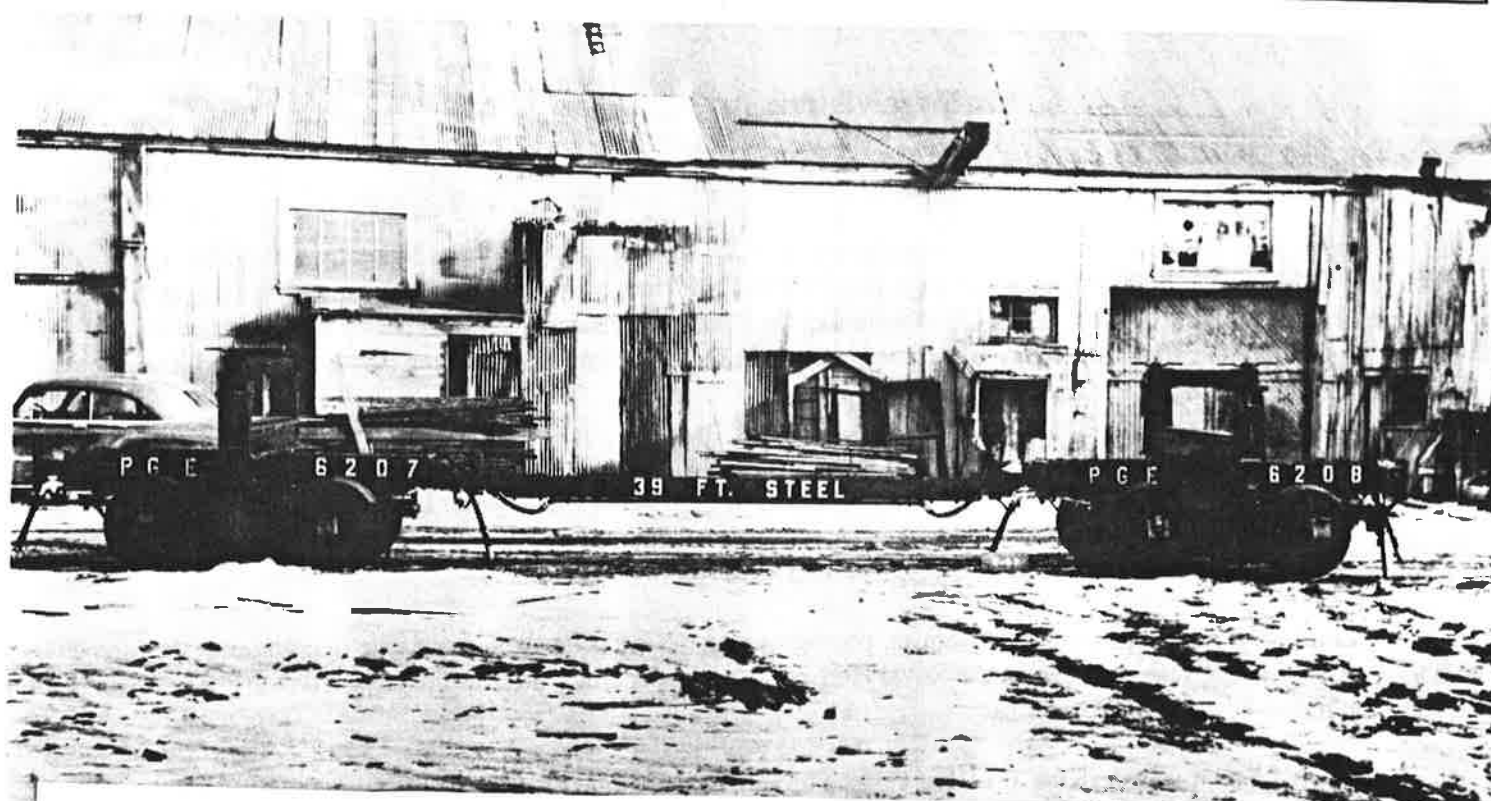
The author is the retired Supervisor of Special Equipment -- Mechanical, BC Rail.

### PGE Swanson Cars

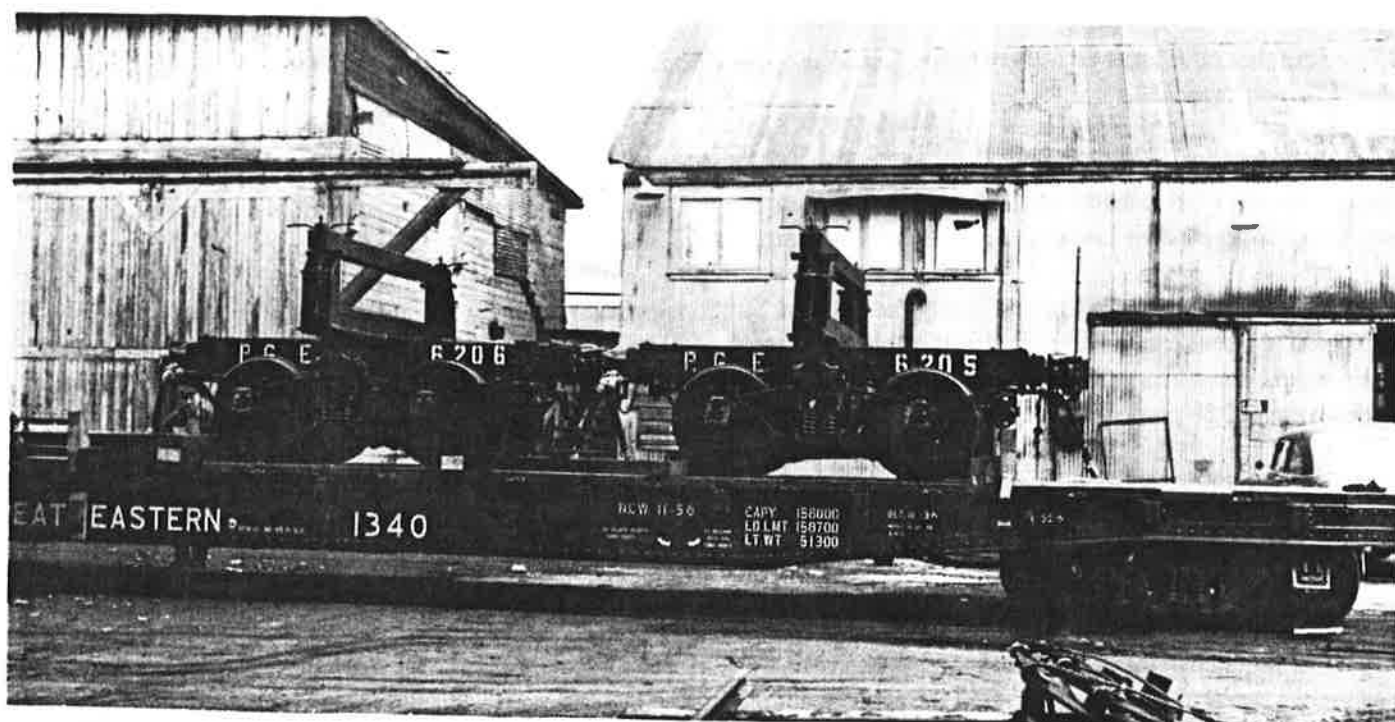
Wheelbase	5' - 4"
Centrebeam	three 10" X 10" timbers
Length of centrebeam	11' - 0"
Top of centrebeam above rail	3' - 4"
Width of bunk	10' - 0"
Height of chock above bunk	2' - 5"

Data: Measurements by the late Wm. H. Hewlett  
from the collection of Greg M. Kennelly.





PGE's ubiquitous Swanson Car. The car's gin-pole is in place, but the air brake lines have yet to be properly connected. The exact date of this winter scene is unknown. Location is outside the railway's Squamish shop complex. Photograph courtesy of Greg M. Kennelly.



The date is sometime after 20 Nov 56. Location is outside the Squamish shops. The lettering on the doorway on the right side of the photo reads "Blacksmith Shop & Slab". Photo courtesy of the Vancouver Public Library Historical Photograph Collection (Photo #36613).

## Six Subdivisions in Five Days

By Ron Tuff

Friday June 25th was a sun and cloud mixture as Jim Moore and I left our North Vancouver motel to begin railfanning BC Rail. We began with a prearranged tour of the Rail Traffic Control Centre's computerized dispatch system. The entire railway is controlled from this office including the Port Subdivision, which still uses a CTC machine. While visiting the BC Rail Centre lobby, we viewed three beautiful H.O. scale dioramas of rolling stock, all painted in the newest schemes, traveling through picturesque scenery.

At the North Vancouver yard, we stopped in at the passenger depot to pick up a current schedule and look at another H.O. scale diorama of two Budd cars crossing Cheakamus Canyon's steel girder bridge. Through the afternoon and evening, we scouted the industries adjacent to the yard, paying particular attention to the two rail car ferry slips--one at the tail of the wye and the other, by guided tour, deep within Vancouver Wharfs.

Saturday morning was spent at Squamish, photographing the log booms and wood chip operations in the Mamquam Channel. After waiting several hours for the Royal Hudson, the depot operator informed us it wouldn't arrive until 16:00, as it had been rented by a group of Americans.

North of the Squamish shops, the West Coast Railway Association's museum was putting the finishing touches on several pieces of rolling stock in preparation for their July 10th opening. Their collection includes three Pacific Great Eastern locomotives and numerous pieces of rolling stock, as well as equipment from the other major Canadian roads.

Later that afternoon, we made a brief stop at Cheakamus Canyon, visible from a bird's-eye-view pull-off along Hiway #97.

Southbound #2 met us at Pemberton Depot as we verified some of the details and dimensions of the structures for a future "Cariboo" article.

We tied up Saturday night in Lillooet, anxious to photograph the M.O.W. equipment stored in the yard the next morning. Several PGE lettered cars still exist in the orange paint scheme. The south end yard lead also provided a good overall view of Ainsworth Lumber, a major railway customer at Lillooet.

Following the Fraser Canyon, along the Lillooet Subdivision, we paused at Pavilion to photograph Continental Lime's loading operation, as described in the July 1994 issue of "The Cariboo". At trackside, a southbound inspection speeder putted down around the horseshoe curve. A continuous welded rail train, visible in the distance, slowly wound its way down the 2.2 % grade past our location.

By mid-day Sunday, we decided to find a location to intercept southbound #2. We chose Green Lake Road, just east of Hiway #97 at milepost 223. The Budd cars were an hour late, preceded by a southbound freight with a Helm Leasing GP-40-2 in the headend consist.

At Williams Lake, a northbound freight was working the yard. We drove across town to the passenger depot to verify a few more structure dimensions, photograph the track arrangement and wait for northbound #1 to catch up. After its departure we raced up to Quesnel to find the same northbound freight working the north yard lead as the Budd cars scooted past on the mainline.



The sun had set as we pulled into Prince George. Being so far north, dusk seemed to last for nearly an hour before darkness prevailed.

Monday morning, we made a quick trip to the Canadian National yard and shops before heading over to the British Columbia Railway and Forest Industry Museum. Their collection includes RS-10 #586, RCC-1, and numerous pieces of M.O.W. rolling stock.

By mid-afternoon, we were headed north along Hiway #97, adjacent to the Chetwynd Subdivision, looking for two gravel pits used for reclamation and scrapping of BC Rail equipment. The northbound empty Tumbler Ridge coal train, led by two CN SD-60F's, roared past us as we scouted the first gravel pit at mile 500. At mile 513, acres of derelict rolling stock, laying on its side without trucks, were neatly laid out in rows, awaiting the scrapper's torch.

At Wakely, we drove the rented 1994 Buick off the asphalt and across twenty-one kilometres of rough gravel road to witness the exchange of coal trains at Tacheeda. The CN-powered empty train arrived before us, and had already coupled up to the southbound loads. As they rolled out of sight, four GMDD GF-6C's quietly marched the ninety-eight empty cars toward Tumbler Ridge.

Returning to Prince George, we detoured long enough to pull into Odell at mile 495, where a wye connects the Stuart Subdivision to the Chetwynd Subdivision.

The fifth day, we retraced our steps from Prince George to Clinton, with a couple of stops to photograph some rolling stock at Quesnel and the copper concentrate loader at MacAllister, milepost 346. At Exeter (100 Mile House), northbound #1 pulled up to the depot for a gorgeous photo as the sun broke through the clouds.

At Cache Creek, we picked up the Trans Canada Hiway and followed the CN and CP mainlines through the Thompson and Fraser Canyons back into Vancouver. In just a few short days we photographed, measured, and recorded as much of BC Rail as possible. While the number of freight trains was disappointing, but the Budd cars provided action twice a day.

Ten years after the British Columbia Railway dogwood herald was superseded by the red, white and blue BC Rail, numerous examples of the 1972-1984 era still exist. However, future CRS-20 retrofits to the remaining RS-18 fleet and the demise of the caboose will certainly result in images that will never be repeated.

For those of us modeling more than one era of the railway, the following is a list of rolling stock observed in late June 1994, still painted in the vanishing era schemes.

#### Freight Cars in PGE Paint Schemes System Wide

44' Cov Hopper	#2201 (map herald)
50' Insul Box	#8021, 8023 (both PGE map herald)
50' Gondola	#9072, 9208, 9315, 9419
62' Pole Cars	#10014, 10035, 10155, 10276
62' Wood Chip	#90062

Freight Cars in Dogwood Herald Paint Scheme System wide

62' Tank Car	#1970
44' Cov Hopper	#2124
54' Cov Hopper	#2207, 2211, 2213, 2214, 2215
50' Box Car	#5438, 5456, 5486, 5513, 5631, 5733
40' Air Dump	#6142, 6148, 6149, 6153, 6154
52' Gondola	#9078, 9113, 9121, 9148, 9148, 9164, 9216, 9251, #9263, 9266, 9269, 9290, 9369, 9401, 9402, 9403, #9404, 9405, 9407, 9411, 9412, 9413, 9415, 9418, #9420, 9422, 9424, 9425
62' Log Flat	#10063, 10144, 10239
50' Box Car	#40098, 40187, 40468, 40472, 40478, 40543, 40616, #40660, 40747, 40790, 40873, 40964, 41017, 41046
50' Box Car	#800145, 800726, 800824, 800954, 800969
52' Box Car	#801008, 801050, 801119, 801180
62' Wood Chip	#90410, 90602

Cabooses in Dogwood Herald Paint Scheme System wide

#1851, 1852, 1859, 1861, 1862, 1864, 1867, 1884

Locomotives in Dogwood Herald Paint Scheme System Wide

RS-18 #604, 621, 626, 630

C-420 #632

## NEW PRODUCTS

E&C Shops (POB 567, Roseburg OR 97470) has announced a HO scale 50-foot PS-1 boxcar. The initial run will have 9-foot Youngstown corrugated doors. Among the road names available is British Columbia Rail. (*Model Railroader*)

The LBF Company (200 Shady Drive, Roseburg OR 97470) makes wood chip loads for E&C Shops wood chip cars. The HO scale loads sell for \$3.50 plus \$2.50 shipping per order. (*Model Railroader*)

Mr. Plaster (POB 23066, Toledo OH 43623) makes HO scale cast-plaster wood chip loads for the E&C Shops wood chip car. (*Model Railroader*)

Delaware Valley Freight Car Corp. (POB 279, Plymouth Meeting PA 19462) is making injection-molded styrene N scale models of 50-foot ACF three-bay cylindrical covered hoppers. (*Model Railroader*)

The Company Store (30 Mill Road, Whangaret, New Zealand) has an HO scale British Columbia Railway 63-foot flat car. Kit No. BCOL 10151 is in the railway's 10300- series. This kit includes the correct stirrups, grab irons, brake chain, and trucks. Cost is \$18.00 U.S., postpaid. Wheels are \$3.00 extra. (*Railroad Model Craftsman*)

InterMountain Railway Co. (POB 839, Longmont CO 80502) has several new versions of their cylindrical covered hopper with round hatches in stock. Included are Potacan. These HO scale cars retail for \$15.95, undecorated for \$11.50. (*Railroad Model Craftsman*)

Fine N-Scale Products (1517 Via Boronada, Palos Verdes, CA 90274) has released a cast resin version of a woodchip load. The load is designed to fit the new Deluxe Innovations woodchip car or the C&S Scale Industries woodchip gondola. For a in-depth review of this new product, see BCRH&TS member Bob Turner's review in the October 1994 issue of *Railroad Model Craftsman*.

## What Are Consolidated Stencils?

By Ron Tuff

What is that black rectangle painted on the side of freight rolling stock? Consolidated stencils, or decals in some cases, contain the maintenance information for the car. First conceived by the American Association of Railroads (AAR) in 1974, the rules are clearly defined in their "Field Manual of the AAR Interchange Rules", especially Rule 80.

Consolidated stencils must be applied to all cars built new, rebuilt or repainted and must be applied at the BL (brakewheel end left side) and AR (A end right side) corners. The information required within the consolidated stencil must be maintained on existing stencils and updated whenever periodic lubrication (LUB) is performed. When applying a new consolidated stencil, all previously required information must be scraped and painted out after it has been transferred. However stencilled markings on air brake valves indicating reconditioning must not be painted over. Previous stencil markings must not be changed until all the work has been completed.

Stencils must be a minimum 11.5" x 16" to a maximum 14" x 24" in size. The information must be 1" high white figures, letters and border with 1/2" wide insert lines dividing the information. The background colour must be black and provide a sharp contrast that will remain legible for a minimum period of ninety-six (96) months. On cars where the location of the consolidated stencil is such that it would be obliterated due to spillage, a drip guard should be provided to protect the stencil.

The following information is mandatory according to the 1994 AAR Field Manual;

- a) air brake control valve(s) standard to the car with service portion above and emergency portion below.
- b) brake pipe length (BPL) rounded to the nearest foot, for cars with a brake pipe length equal to or greater than 75 feet.
- c) built date (BLT) followed by the month and year. If the car has been rebuilt (REBLT) that month and year is also included.
- d) lubrication (LUB) followed by month and year last lubricated, the reporting mark of the railway/ company performing the work and the location where the work was performed.

Other information which has been applied to stencils in the past and could still be seen until the next servicing are:

- a) clean, oil, test & stencil date (COTS) followed by the month and year, indicating when the control valve, either ABD or ABDW style was last serviced.
- b) repacked date (RPKD) followed by the month and year, indicating the date the friction bearings in the trucks were last serviced.

ABDW ABDX	LUB 07-94 BCOL SQU
BPL 89	
BLT 12-76	REBLT 07-94

Knowing the built date and style of air brake equipment can be valuable information when detailing a prized piece of rolling stock.

## Video Review: Steam Returns to Prince George

By J. Lee Smith

BC Rail's Royal Hudson and 'Bullet Nosed Betty', former CNR engine number 6060, are both classic Canadian Steam Locomotives, so you can imagine seeing both of these pieces of iron in a special railfan double-header excursion train. Toss in some spectacular mountain scenery and you have the aroma and flavour of this tape.

Produced by Iron Horse Videos, this feature-filled show does more than just document a steam train run from Kamloops to Prince George and down to North Vancouver and return. It begins with some creative graphics that set the scene for a journey that's quite impressive. Long pacing shots of the two locomotives working in tandem together with mixed, clear close-ups of the train, which includes two Vanderbilt tenders, are quite impressive. Through the mountains, over the trestles and into the valleys, the view from the camera makes it look like you're right there, enjoying all the action in person. The sounds, the smoke, the steam and the views are all inclusive.

Obviously this tape scored high with our review team. Earning a 4.5 (5) rating, the producer was confident in his choosing of location shots as he took some very awe-inspiring video. For the steam enthusiast, this tape will be a welcome addition to the video library and for the modeller, there are some very excellent prototype shots from which to model from. Your purchase of this \$34.50 video includes a donation of \$5.00 to the Prince George Railway Museum towards the restoration of ex-CN 1520, a 1906-built 4-6-0 steam locomotive. In our opinion, a very nice touch in the efforts to restore steam-running in Canada.

Produced by Iron Horse Video Productions, 5906 Teresa Place, Prince George, BC, V2K 2C9,  
(604) 962-6942.

Running Time - 70 minutes, VHS format.

Retail Price - \$34.50 plus \$3.00 postage. \$5.00 donated to the Prince George Railway Museum for the restoration of CNR 1520.

This review, which originally appeared in *Canadian Railway Modeller*, was provided courtesy of Iron Horse Productions.

### NEXT ISSUE

- The Intermodal Fleet. Modeling a scale version of BCR's curtain-sided truck.
- BC Rail in the 90s. A review of the railway's switchers and yard assignments.
- Lillooet to Shalalth. PGE's unique auto trailer service.
- Plus news, photos, and more.

## DOUBLEHEADER

Danny Rowsell

It was Sunday May 29th and we were over from Victoria to chase Royal Hudson 2860, being assisted by Consolidation 3716, on the first run of the season.

The weather was not co-operating. It was cold and damp and heavily overcast. All day the weather would tease us, occasionally brightening, only to darken again and start raining.

The train was not due to leave North Vancouver till 10 AM, but it would be preceded by two other trains, passenger extra BC-33 North and freight extra 4605 North. Setting up to photograph these two trains, I got my first look at the new safety patrol vehicles that have replaced the speeders that proceed ahead of all trains on this section. These vehicles are "DODGE DAKOTA" roadrailers, and they must be a pleasant change over the old noisy speeders.

After photographing the first two trains, we set up and waited for the doubleheader. And waited, and waited. The train was running over an hour late. 3716 was apparently having trouble keeping steam up and had a bearing running hot. But it was worth the wait.

When both locomotives finally arrived, we noticed that they were freshly painted in a classy representation of the original C.P.R. paint scheme. Gone was the large B.C. coat of arms shield on the tender of 2860. In its place was the provincial name of BRITISH COLUMBIA, centred in a tuscan red field. Also missing--on the smokebox front--was the small provincial coat of arms. On 3716, the stainless steel boiler jacket and cylinder covers were now painted a gloss black, covering the unpainted natural metal finish this locomotive wore for years. The side rods were also painted black. A recent addition were the ditch lights on the pilot of 3716, the ditch lights on 2860 having been installed a few years earlier.

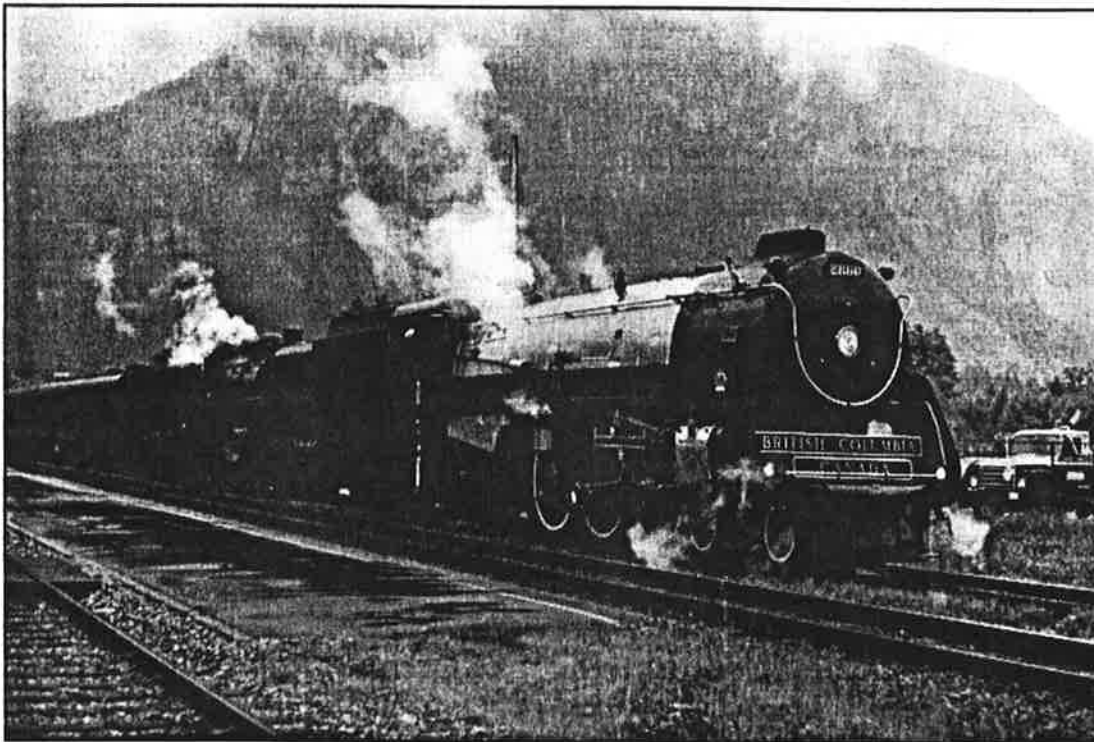
Also new this year were the replacement passenger cars obtained from VIA. These cars are ex C.N.R. smooth side coaches. Still wearing VIA blue paint and numbers--with the yellow stripes covered by a wide white stripe, the B.C.R. logo can be seen in the lower right hand corner. I would guess it is only a short time until these cars are painted tuscan red.

Upon arrival in Squamish, and backing their train into town, the locomotives with baggage car PRINCE GEORGE in tow headed into the yard to turn on the wye. Here they switched positions and 3716 took the lead.

Chasing the train back toward North Vancouver, we set up for our last photo location at the south end of Brunswick Siding. When the train arrived, it slowed down and stopped almost in front of us. Apparently the same bearing was overheating so 3716 was uncoupled and moved onto the other track. The train then continued on to North Vancouver with 3716 following later that evening.

*This is Dan Rowsell's first contribution to The Cariboo. A resident of Victoria, B.C., Dan is presently completing a second article which will describe his experience with modeling BCR's slug units.*

Photos by Dan Rowsell.



Upon her arrival from North Vancouver, Royal Hudson #2860 is captured as she sits in front of the Squamish station.



Near Brunswick siding: Consolidation #3716, the victim of an overheated bearing, is removed from point of this southbound run.



**BC Rails's Fourth Caboose Variation**

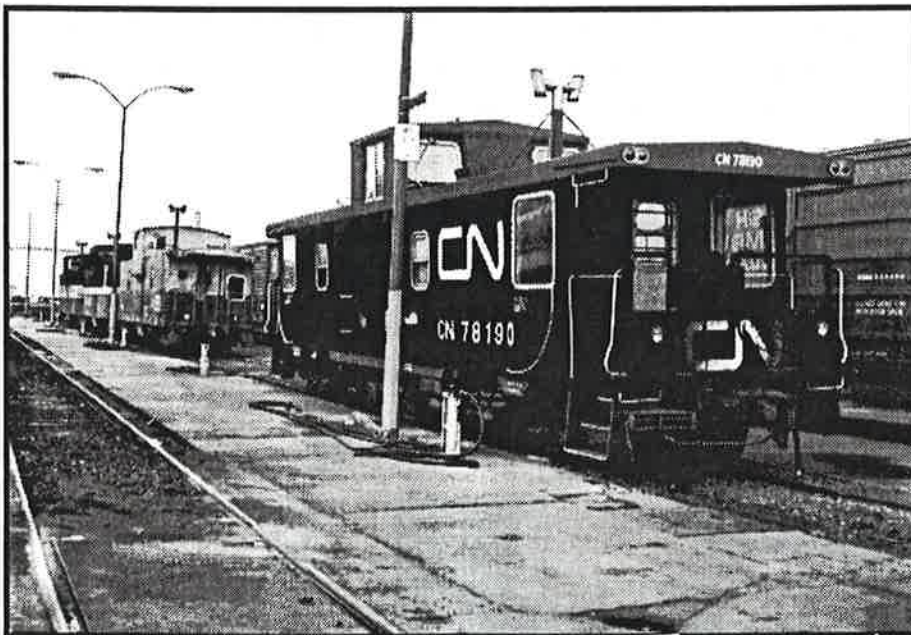
Andy Barber

Most of us are aware that BC Rail operates a fleet of cabooses that consist of three paint schemes. These schemes are 1) green-green, 2) red-white-blue with chevron stripes at a sixty degree angle, and 3) red-white-blue with bigger white stripe. Yet there exists a fourth variation consisting of eight cabooses that operate on the Tumbler Ridge Sub. These units carry modern CN livery.

This fourth group was acquired --for prices ranging from \$5000 to \$8000 apiece-- at a time when CN was beginning to run caboose-less trains and therefore were deemed surplus. They operate solely on Tumbler Ridge trains, and are seldom seen outside of Prince George. They are Pointe St. Charles cabooses, numbered as follows: 78190, 78192 through 78197 and 78199.

The photo below shows CN 78190 on the caboose track in North Vancouver yard, along with three other cabooses --one of each of the three variations described above.

There exists, of course, a fifth caboose variation --work train cabooses #1800-1805. However, that's a story for another day.



Andy Barber. Prince George BC.

June 93.

## PHOTO FILE

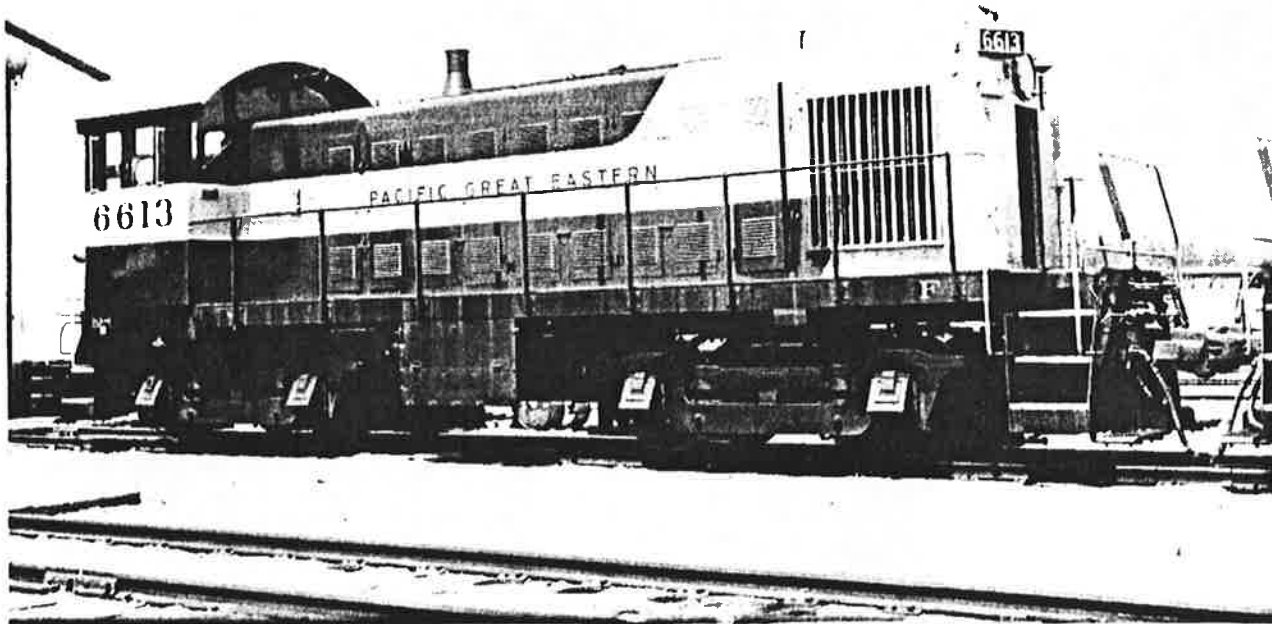
When the Montreal Locomotive Works decided in 1958 to promote switcher sales with the introduction of a new model (the S-10), it's was a somewhat belated attempt to capitalize on a carbody change that had occurred two years before with the S-3, as well as publicize some minor electrical refinements. Hence, from the outside at least, the S-10 is no different from the late versions of the S-3.

Canadian Pacific numbered the units consecutively after the last S-3 received, unit 6600. The model's production lasted only six months before MLW redesigned the locomotive again, leaving CP the sole purchaser of all thirteen such units built. The last two, 6612 and 6613, acquired a certain degree of notoriety when they spent their first year dressed in CP livery, but lettered for the Pacific Great Eastern Railway. The PGE titles were painted on plates, which could easily be removed thus restoring the CP name.

Unit 6613 (serial 82814) was photographed this way in North Vancouver on July 7, 1958, the day it and 6612 (serial 82813) arrived new from MLW. The unusual arrangement was conceived entirely by MLW, with acquiescence of CP, as a means of alleviating a power shortage on the PGE until two new switchers could be built. Canadian Pacific then received the benefit of a lower purchase price.

Text courtesy of Laszlo Dora.

Photo courtesy of Peter Cox



## Focus on the Prototype: Fleet Management

One of the greatest challenges facing any business enterprise today is the maximum utilization of corporate resources. Such is the case with BC Rail.

Ensuring that on-line customers have the correct type or mix of freight cars in which to transport their products falls within the purview of Fleet Management. Staff within this department use a series of company guidelines, commonly referred to as T circulars, to assist them in the course of their duties.

Beginning this issue, we will reprint extracts from these T Circulars. By doing so, we hope that our members may gain greater insight into the railway's operation. And in turn possibly find an application to their basement empires.

### T-1 Assignment of System Covered Hoppers

#### General

Loaded and empty movement must be covered by standard waybill (including switching document) which must be endorsed and show the name of the commodity last loaded in each car.

Destination points must ensure that unloading outlets and hatches are closed and secured to avoid contamination which results when dirt and/or moisture enters a car through these openings.

Covered hopper cars must not be transferred from one commodity service to another until they have been authorized and then, only after they have been thoroughly cleaned.

INTS	NUMBERS	NO. OF CARS	CAR TYPE	ASSIGNMENT
BCOL	2101 - 2103 2105	4	H9	SAND OCS - Cars to be loaded at North Vancouver for Prince George and Chetwynd Locomotive Shops
BCOL	2209, 2210 2216 - 2225 2226, 2227 2228, 2230	16*1	H9	CEMENT - General Service - LaFarge Cement and/or Tilbury Cement, Tilbury, BC, CN Rail. When these cars are made empty, contact Car Distributor, Prince George, Local 4064 for distribution.
BCOL	2206 - 2208 2211 - 2215 2229	9*1	H9	LIME - (CALCIUM OXIDE/HYDRATED LIME) Home point Pavilion, BC only, for loading by Continental Lime to destinations on BCOL.
BCOL	2300 - 2320	21	H9	GRAIN - Cars must be used in domestic grain service only and are not to be used for loading other commodities

TOTAL 50

\*1 2206 - 2230 are pressure differential type cars. TOP OR BOTTOM LOADING.

## T-5 Assignment of System Plain and Ore Gondolas

INTS	NUMBERS	NO. OF CARS	TP CAR TYPE	SERVICE
BCOL/PGE	9036 - 9175	94*1	G5	General service including OCS Rail and Tie service
BCOL/PGE	9201 - 9225	25*1	G5	General service including OCS Rail and Tie service
BCOL/PGE	9251 - 9370	112*2	G5	General service including OCS Rail and Tie service, with the exception as shown below.
BCOL/PGE	9401 - 9425	25*3	G5	General service including OCS Rail and Tie service.
Total		257		
*1	9259 9270 9287	3		OCS Wheel service assigned to Squamish Shops
*1	9059 9063 9078 9080 9116 9121 9125 9129 9130 9131 9159 9164 9167 9175 9201 to 9225	39		A End door removed for use in Rail Service
*2	The following 36 cars are assigned to service from Burlington Northern to Vancouver Wharves.			
	9258 9260 9266 9273 9275 9279 9280 9291 9292 9327 9328 9331 9333 9335 9336 9339 9340 9341 9345 9346 9350 9351 9352 9354 9355 9356 9357 9358 9360 9362 9363 9364 9365 9366 9368 9370			
*3	Equipped with Drop ends.			

## T-7 Assignment of System Tanks -- OCS Service

## General

Arrange to unload these cars as quickly as possible at destination.

All OCS Diesel Fuel Service tank cars are to be forwarded when loaded or empty on the first available train that is handling traffic to the billed destination.

INTS	NUMBER	NO. OF CARS	TP CAR TYPE	USE AND ASSIGNMENT
BCOL	1923 1962 1963 1964 1965 1966 1967 1968	8	T6	DIESEL FUEL - PRINCE GEORGE
BCOL	1960	1	T6	REVENUE - WASTE OIL TO MOHAWK OIL
BCOL	1961	1	T6	DIESEL FUEL - CHETWYND
BCOL	1969 1970	2	T6	DIESEL FUEL - FORT ST JOHN
TOTAL		12		

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the PGE is through the fastest growing area of B.C. Meet the demands of these thriving communities and new industries with up-to-the-minute PGE shipping service.

**Pacific Great Eastern Railway**

Head Office: 1095 West Pender St., Vancouver, B.C.



**T-10 Canadian Wheat Board Hoppers -- Handling Instructions****General**

BC Rail and The Canadian Wheat Board have an agreement whereby some of the Board's covered grain hopper cars will be made available to supplement the **BCOL** grain car fleet. In addition, CN Rail will also provide **CN** and **ALNX** grain hoppers which will be governed by a similar agreement.

These cars will be supplied to BC Rail to carry **EXPORT GRAIN AND NBF GRAIN OR DOMESTIC GRAIN** for which BC Rail will pay CN Rail's prevailing mileage allowance (loaded and empty) for maintenance and repair of the cars.

Bills of lading and waybills covering loaded movements of the cars must be endorsed with the **Shipping Order Number** as supplied by the Canadian Wheat Board and when the car is empty it must be returned to CN Rail at the closest junction.

**Description of Cars**

**CNWX** (cylindrical) covered grain hopper cars of steel construction, equipped with 100-ton trucks, trough roof hatch, four discharge gates and having a capacity of 4,550 cubic feet (131.6 cubic metres).

**CN** and **ALNX** covered grain hoppers are of a similar design and capacity.

**Definitions**

**Board** - The Canadian Wheat Board as defined in The Canadian Wheat Board Act, Revised Statute of Canada 1970, Chapter C-12, Section 2.

**Car(s)** - refers to **CNWX**, **ALNX** and **CN** or **CNIS** Covered Hoppers.

**Grain** - Export and **NBF** or Domestic wheat, oats, barley, rye, flaxseed and canola.

**Loading Points** - locations which are serviced by BC Rail.

**AAR Rules** - The Association of American Railroad rules governing the interchange of railway cars as amended and published.

**NBF or NBF Grain** - Non Board Feed grain or domestic grain which may be loaded in covered hopper cars with reporting marks **CNWX** or **GN**.

**NOTE:** Before placing cars for loading **NBF GRAIN** or **Domestic grain** advise Car Distribution of the grain type, destination, and route so that appropriate hopper cars will be placed.