



# THE CARIBOO



## THE SOURCE FOR PGE-BCR MODELING DATA

ISSUE TWO

OCTOBER 1990

It is with great pleasure that I present to you our second issue. A pleasure, because so many of you have written to express your much appreciated words of support, and in many instances to offer assistance.

Contained within several of the letters I have received during the past two months has been the suggestion that "Cariboo" readers organize themselves a special interest group (under the banner of the National Model Railroaders Association). Further comments suggest that "The Cariboo" continue to publish as the "house organ" of such a SIG. Contributor David Sarone has offered to "chair" any discussions about this proposal. Your input is requested. Please contact David at: POB 891, Lombard, Illinois, 60148 USA.

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With the rise in readership has come a commensurate rise in production costs. Funding to publish our first two editions has been provided by Carter Cram, Pat Flannigan, Greg Kennelly, and myself. In order to continue publishing it will be necessary to establish a subscription fee. From this point forward, each issue will cost two dollars. We plan to maintain a quarterly publication schedule.

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For those of us living south of the forty eighth parallel, a recent article in the "Wall Street Journal" provided a glimpse at the work stoppage which halted BC Rail operations on September 4. Described therein was the tremendous effect the strike was having on the province's coal and forest product industries. One "Cariboo" reader tells us the main point of contention is the contracting out of work to non-union personnel. Seems the large amount of warranty work being performed by General Electric (on the recently delivered Dash 8-40 diesels) is the key issue.

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Thanks to the West Coast Railway Association "News" for the following items:

Another RDC-1 conversion is out of Squamish shops and in service between North Vancouver and Prince George as of late June. BC-14 is the ex BC-20, and has been rebuilt and refitted with reclining seats and a galley/concession area.

In late July, the first of the three ex VIA RDCs purchased by BC Rail emerged the full colors. BC-15 is ex VIA RDC-1 #6102.

Plans are to upgrade BC-21, BC-22, and ex VIA 6128 to the same configuration as the BC-1X series RDC-1s. These will be upgraded one per winter over the next three years in \$500K upgrading and rebuilding projects. Units will emerge as BC-16, 17, and 18.

Ex VIA RDC-2 #6211 will likely become the second BC-20. Her baggage room will be useful to Lillooet trains--her expected assignment.

A slowing of freight traffic (prior to the strike) on the BCR has resulted in some of the line's new GE Dash 8-40 CM locomotives being leased out. On July 30, units 4621 and 4610 headed a transfer run from North Vancouver through Burnaby at Spierling Control on the BN/CN mainline.

Speaking of the new GE 4600 series locomotives, there have been some minor modifications since they were delivered. The air horns have been moved ahead from top of the long hood to the cab area, and the unit number has been painted on the end of the long hood of each unit.

At midnight May 13, BCR made a major switch in operations. The last train order was issued to Extra 752 South, and the Computerized Manual Block System took over. Prior to this development, two systems of train control was in effect. Up north a manual block system were in use, while the south end employed train orders.

BCR's Royal Hudson #2860 will go to Railfair '91 in Sacramento next May. The locomotive will represent BCR and the Province of British Columbia at the fair to be held May 3-12. What equipment, if any, will accompany #2860 has yet to be determined.

The GE Dash 8-40CM diesels are being utilized on the Vancouver-Prince George mainline. The units are set up in seven operating sets (two head-end, one mid-train), with one unit held in reserve. The 4000HP diesels replace twenty nine 3000HP Alco/MLW 700 series engines. Eight of the twenty nine will be retained for work train service (for now), while the remaining will be used for trade-in. The line's SD40-2 locomotives will now operate primarily north of Prince George.

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Recently three articles have appeared which are sure to be of interest to PGE/BCR enthusiasts. In the October 1990 issue of "Railroad Model Craftsman" is a feature by Keith MacCauley profiling DW&P/CN fifty two foot bulkhead flat cars. BCR had almost two thousand of these cars built in the mid 1970s, with most still in service. MacCauley's article includes a full size HO scale drawing of the car, tables detailing dimensional data and roster information.

The July 1990 issue of "OTC Board" (POB 55, Denver, Colorado 80201) is one that should be placed high on your "must see" list. The cover features a color shot of M630 #717, taken by editor/publisher Dale Sanders. Inside are two extensive articles: one on the C425 by Thomas Carver, and one on the M630 by Mark Hemphill. Both articles contain a generous amount of photos (many in color). It should also be noted that "Cariboo" contributor Paul J. Smith serves as BC Rail staff editor.

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Our "ears" at the recent NIMRA convention in Pittsburgh report that Overland Models' soon-to-be-released MLW 630s and RS 18s have received a very cordial reception. According to OM's Tom Marsh, both items are "over reserved" and expected to be sell-outs. OM is anticipating a mid-October delivery date.

Also heard at Pittsburgh: an HO scale version of the steel-sided, extended vision caboose is close to becoming a reality. This thanks to the efforts of one well known brass importer.

Jim Moore

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PRODUCT REVIEW: Tiger Valley Models, RS 18 Phase III diesel.

For most modelers of the PGR/BCR, establishing a roster of ALCO diesels is a priority. Recent releases by plastic engine manufacturers has made this task somewhat easier than in years previous. Yet there remain a number of diesels still only produced in the more expensive brass form. Fortunately, for HO scale operators, there appears to be an alternative.

Tiger Valley Models (Pheips, New York) offers an extensive line of models including the C420-II low nose, C425-6, RS 10, RS 18-I high nose, RS 18-II low nose, and RS 18-III low nose. The model I examined consisted mainly of parts cast from a zinc-cadmium alloy. TVM owner Guilford Mack is an engineer by profession, and his attentiveness to prototypcial detail is apparent. Power for the unit is provided by a Sagami motor.

TVM offers it's line of diesels in three basic forms: mechanism assembled, ready to paint, and custom decorated. Four sheets of easy to follow directions accompanied the unit I received. Two pages of exploded-view assembly diagrams are also included. Plus I received a sheet containing several handrail templates along with a two page parts listing.

According to the instruction packet, tools needed for assembly include files, pliers and an ACC based adhesive. Assembly time is listed as being between six and twelve hours (depending on the unit to be constucted and the builder's skill level).

Guilford Mack's philosophy on diesels is that they should run slow, run quiet, be easy to maintain, and pull at least as well as the prototype. TVM models are heavy, weighing from 26 to 30 ounces. The RS 18 I tested pulled twenty, standard-weighted freight cars up a two percent grade without any sign of slippage. The diesel ran at speeds up to seventy scale miles per hours with the same noise level as many of the newer Atlas engines. The only other engine (on our roster) to perform comparably was an Athearn SD 40-2 with a Proto-Power West chassis. (It should be noted that this latter engine had been modified with additional body weight.)

TVM recently announced plans to release the ALCO 636 in model form sometime next year. Pricing for the RS 18 ranges from a low of forty five dollars for a dummy unit kit to a high of one hundred twenty two dollars for a custom painted powered unit. For more info contact TVM at: 1070 County Road #23, Pheips, New York 14532-9769, USA.

#### HELP WANTED

We would appreciate any info that readers might have which would aid in the development of the following planned "Cariboo" features:

- \*\*\*modeling the PGE GE seventy ton diesel
- \*\*\*modeling the various BCR versions of the Budd Rail Diesel Cars
- \*\*\*compilation of a listing of PGE/BCR related articles

Thanks to Grant Ferguson/West Coast Railway Association for sending along slides of the BCR RDCs. Also thanks to Andy Barber of West Vancouver for his prints of the extended vision caboose and loc car.

STOP PRESS: Normal operations resumed on October 1 at BC Rail Ltd. as 1,700 workers returned to their jobs after accepting a new thirty-month contract.

Among other things, the new pact calls for annual wage increases of 7.5%, an immediate cash payment of six hundred dollars (Canadian) to each worker, and improved protection against the contracting out of work to non-union labor. The latter item was the main issue of the walkout. The contract was approved by 54% of those eligible to vote.

#### PRODUCT REVIEW: CDS Dry Transfer Sets #472 & #473

After a year or so of searching for an answer to some problems which led to a batch of dry transfers that wouldn't transfer, CDS has recently changed printers. The first sets from the new printer which I have tried were the N-scale versions of sets 472 - PGE SLEEPING PASSENGER CARS and 473 - PGE COACHES & HEAD-END CARS. I was particularly interested in these two sets because they had been prepared from artwork which I had supplied to CDS and my reaction can be summed up as "I am impressed!". These sets transfer easily (perhaps a little too easily - keep the silicon backing sheet under lettering that you don't want to transfer) and, when applied to a dark car, even the scale 2 1/4" high lettering in the logo is readable. I was concerned that some of the linework in the car names would be lost, but it seems to be complete, even in N-scale.

The layout of these sets is a little different from other CDS sets. There is enough material on the set to letter any car which is known to have received this lettering scheme, introduced in 1947 and still in evidence on some cars until 1960. In addition, you will find some cars (e.g. "SQUAMISH") for which there is only half the required number of car names. Although these cars did not receive this lettering scheme, the material is here so that, with two sets, the modeller can letter any two cars whether they appeared in this scheme or not. There are even a few fictitious names such as "CHEAKAMUS RIVER" on the Sleeping Car set. Although the sets are labelled as "Sleeping Cars" and "Coaches & Head-end Cars", the division is actually between named cars (Sleepers, Official Cars, and Dining Cars) and numbered cars (Coaches, etc.) The named set includes one each of "ALTA LAKE", "BIRKEN LAKE" and "KELLY LAKE" and "654". These names and Dining Car number were assigned to three sleepers and a cafe-parlour car purchased from the Milwaukee Road in 1948, but the cars were not repainted into the passenger scheme and never saw revenue service. They can now run on a model PGE though.

#### NEXT ISSUE

\*\*\*the evolution of the PGE logo  
\*\*\*modeling a PGE covered hopper  
\*\*\*leased motive power (part two)  
\*\*\*prototype data for the PGE water tank

PRODUCT REVIEW: MDC# 1356, BCR "Dogwood" herald, 40' Gondola

To meet the increase of gravel traffic on my layout, I found myself in need of several gondolas. With several other projects awaiting my attention, I decided to go with the "ready-to-run" option.

The Model Die Casting gondola is numbered 9256. A review of the "Official Railway Equipment Register" show this number as falling within the series 9251-9300. The "Register" lists these cars as 59' 10" in overall exterior length. The MDC model measures just over forty-one feet. It is painted BCR dark green, and has two color markings. Reporting marks indicate a capacity of 100,000 pounds, and a construction date of 7-72.

The car has a plastic body and a cast metal underframe/weight. As with the full line of MDC cars, Kadee couplers are easily installed. Retail price for this item is just under four dollars.

PRODUCT REVIEW: Bev-Bel #1369, PGE "Map" herald, 40' Boxcar

The Bev-Bel folks continue to look northward for inspiration in developing their line of custom decorated rolling stock. As a result, fans of the PGE find themselves with another candidate for addition to their rosters.

This Athearn boxcar is painted tuscan, and carries number 8003. This is a from the series 8000-8011, and carries AAR mechanical designation XMIH. The prototype is described as being thermostatically controlled, and equipped with alcohol heaters. The model's capacity markings differ significantly from the actual car.

There is no denying that a number of prototypical compromises were made with respect to the production of this kit. Still, its fine overall appearance will probably win out in the end. Retail price for this item is just under seven dollars.

#### INTERCHANGE

WANTED: photos, slides, drawings, etc. detailing PGE or BCR cranes. Will reimburse for your cost. Pat Flannigan, c/o Singers, South Central Avenue, Spring Valley, NY 10977.

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

WANTED: color slides and prints of PGE freight cars. David Sarone, POB 691, Lombard, Illinois 60148.

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

The Pacific Great Eastern had a fascinating collection of second-hand sleeping, dining and observation cars in its steam-train days.

Sleeping cars CARIBOO and SQUAMISH, acquired in 1922, were formerly tourist cars, numbers unknown, built or rebuilt about 1900.

Sleepers LILLOOET and QUESNEL, each with ten sections, were built by Barney and Smith in 1912 for the Oregon Electric Railway as the cars CALAPOOIA and SANTIAM, respectively. They came to the PGE in 1925.

The sleeping car GARIBALDI, purchased in 1924, was built in 1902 for the Duluth, South Shore and Atlantic with the name SUPERIOR.

Sleepers BARKERVILLE, CLINTON, and PAVILION, acquired about 1937, were built by American Car and Foundry in 1924 for the Interstate Public Service Company (an Indiana interurban) as ten-section cars LOUISVILLE, SCOTTSBURG and INDIANAPOLIS, respectively. The BARKERVILLE and CLINTON may have been later rebuilt to eight-section, one-compartment cars.

Sleeping cars ANDERSON LAKE, SETON LAKE and WILLIAMS LAKE, purchased in 1947, were former Pullman tourist cars numbered 2661, 1345, and 2551; these had been redesignated in 1941-43 from 12-section, 1-drawing room standard Pullmans named FAUNCE, CHESHIRE and BLASDELL, respectively.

The sleepers LEWISTON, MARCELLUS and RAINIER were added to the roster in 1950, having carried those names as Chicago, Milwaukee, St. Paul, and Pacific Railroad 12-section, 1-drawing room cars; the LEWISTON outshopped by Pullman in 1910 and the other two cars by Barney and Smith in 1914. Purchased from the CMStP&P at the same time was the cafe-parlour car LAKELAND which, like the three sleepers, was used primarily in work-train service by the PGE.

Dining cars 651 and 652 were rebuilt in the 1930s from trailer coaches 111 and 112 which had been built by Canadian Car and Foundry in 1914 as gas powered "doodlebug" units. Dining car 653 was acquired in the 1940s as Lehigh Valley coach 969, conversion date unknown.

Open observation cars 14, 15, 16 and 17 were formerly Oregon Electric coaches 140, 122, 123, and 121, respectively. These cars were "air-conditioned" by being cut-off at the belt rail for fresh-air sightseeing. The car BRIDGE RIVER, acquired from the Oregon Electric in 1934 as their open-platform parlor-observation car CHAMPOEG, ran in revenue service on the PGE until the 1950s when it was rebuilt into a business car.

The purchase of the Budd railcars in 1956 caused the above described cars to be converted to work service or, in most other cases, broken-up or burned.

All editorial contributions are welcome. Please send to: "Cariboo" c/o Jim Moore, 27 Dwight Avenue, Hillcrest, New York 10977-3104, USA. FAXES welcome at 914 426 1885. Closing date for issue three is December 15, 1990.

PGE/BCR LEASED MOTIVE POWER (part one): Paul J. Smith

Lessor	Road #	Model	From	To
Aico Leasing	368	FA-2	4.69	
			purchased .69 & scrapped for parts	
Bangor & Aroostock	D1	H10-44	.69	
			purchased .72 as PGE D1, later 1004 ex Columbia & Cowlitz Railway	
	60	GP7	9.73	12.73
	63	GP7	6.73	.74
	64	GP7	.72	?
	65	GP7	9.73	.74
	66	GP7	.72	?
	67	GP7	.72	?
			6.73	12.73
			.74	?
	68	GP7	9.73	2.74
	69	GP7	9.73	2.74
	70	GP7	9.73	2.74
			.74	?
	71	GP7	9.73	2.74
	72	GP7	.72	?
	73	GP7	.72	?
	75	GP7	8.71	12.71
			.72	?
			9.73	2.74
			.74	?
76	GP9	8.71	12.71	
		9.73	2.74	
		.74	11.74	
77	GP9	8.71	12.71	
		9.73	4.74	
		.74	11.74	
79	GP9	8.71	12.71	
80	GP9	8.71	12.71	
83	GP38	6.73	.74	
LK. Superior/Ishpenning	1605	RS3	6.71	
			purchased 2.72, renumbered 559	
	1606	RS3	6.71	
			purchased 2.72, renumbered 560	
	2301	U23C	.72	?
	2302	U23C	6.71	10.71
			.72	?
	2303	U23C	6.71	10.71
		.72	?	
2304	U23C	.72	?	
Precision National	108	GP7	3.75	6.75
	112	GP7	3.75	6.75
	113	GP7	3.75	6.75
	114	GP7	3.75	6.75
	122	GP7	3.75	6.75
	135	GP9	3.75	6.75
	138	GP9	3.75	6.75
	145	GP9	3.75	6.75
158	GP9	3.75	6.75	

A "P" signifies the lease ended within the same calendar year that it began. Multiple entries indicate multiple lease periods. 7

Paul Smith, a Victoria, BC resident, is president of the British Columbia Railway Historical Association. Part two of this series will appear in the next issue of "The Cariboo".

#### UPDATE: Decals & Dry Transfers

Some new items have become available since our first listing of PGE/BCR decals/dry transfers which appeared in issue one.

CDS Lettering Ltd. has added two dry transfer sets for PGE equipment. Set 472 contains markings for sleeping, dining and official cars. It features imitation gold lettering. Set 473, also featuring imitation gold lettering, is designed to be used for coaches and head end cars. Historian and author Greg Kennelly, who prepared the artwork, has supplied a review which appears elsewhere in this issue.

Apologies to David Steen, of CDS Lettering Ltd., for inadvertently pluralizing his last name in issue one.

Recently, we have received a number of inquiries about sets not currently available. Of particular interest would be decals/dry transfers featuring both green and orange heralds, for use in modeling the early PGE diesels. If any "Cariboo" readers would be interested in participating in a group purchase of these items, please drop a note to the editor.

Finally, if any reader has information as to the availability of a line of PGE decals produced by the late Ken Griffiths, please advise.

#### CAR SHOP

The focus of this feature is on rolling stock. "Cariboo" readers may request assistance concerning freight cars. All data received will be published in a future issue.

The "Official Railway Equipment Register" shows a single numbering series (2101-2125) for PGE covered hoppers. However photos indicate that two different car styles exist. The series split is believed to occur between 2111 and 2117. Does anyone have any further info on this?

Seen within the consist of many BCR freight trains are 30' plug door cars lettered for "Mountain Pine Lumber Company". Wanted is information on a numbering series, paint color data, and a source for decals/dry transfers is requested.

Are any cars still operating in the PGE paint scheme? This would include rolling stock relettered with BCOL reporting marks, but still with a PGE logo. Please supply date sighted, car type and number, and brief description of paint scheme.