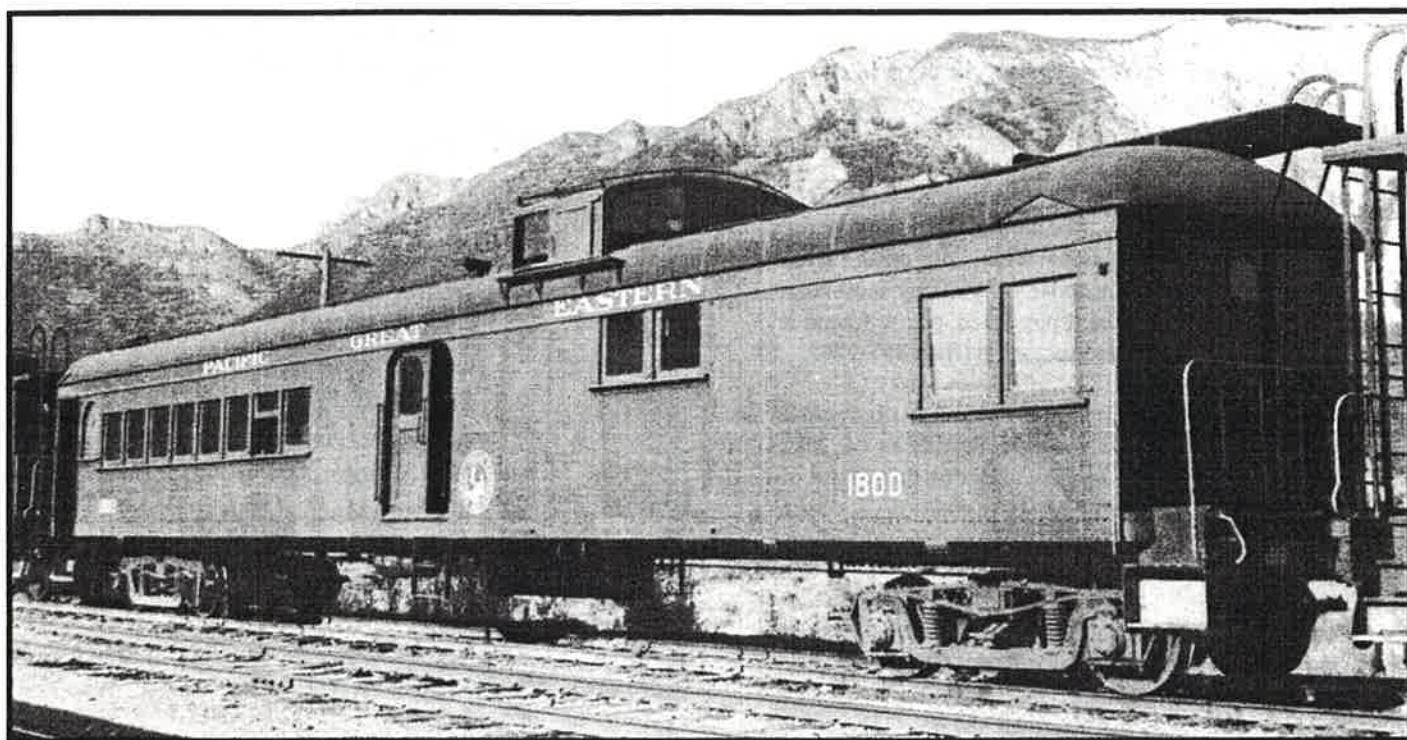




# The CARIBOO



The British Columbia Railway Historical & Technical Society



Issue 23

January 1996

Wide-Vision Cabooses

Mountain Pine Boxcars

BCR in O Scale

## NEWS ITEMS

Edited by Jim Moore

**1996 Convention News...** Preparations for the first-ever BCRH&TS Convention are well underway. A special insert detailing this event is included within this issue. Thanks to members Dave Barone, Brian Clogg, Glen Etchells, Tim Horton, Greg Kennelly, and David Morgan for heading up this effort. There is still much to be done. Volunteers area needed to host clinics, moderate discussions, organize slide shows, and so much more. If you can lend a hand, please contact the organizing committee at the address listed on the convention info insert. □

As noted in our last issue, we've moved the business office of the BCRH&TS. We are still getting some mail addressed to the old location. Which also means some may have been lost in the move. If you sent some news along, and have yet to see it published, please resend it. Our 24-hours fax number number is (805) 253-1208. □

A 41-year old Burnaby man was hurt when his truck collided with the Royal Hudson on September 14. The incident occurred at the Sunset Creek crossing, north of Horseshoe Bay. The driver was later charged with leaving a railway crossing stop sign before it is safe. (Vancouver Province via Glen Etchells) □

Commencing in December, the Pemberton Pushers will be history. BC Rail is adding a fourth southbound freight, as well as reducing the overall train lengths. These developments will eliminate the need for pushers on the Squamish Sub. (Patrick O. Hind) □

In late July, the Royal Hudson (#2860) broke down and RS-18 #628 took the whole consist down to North Vancouver unaided. Resplendent in its two-tone green colours! (Patrick O. Hind) □

On September 30, the Royal Hudson was spotted steaming eastward along the CP main. It was destined for Mission, and Trainfest '95. In tow was the auxiliary tender as well as an unidentified two-tone green caboose. William MacLatchy) □

### On Our Cover...

PGE #1800, one of two such cars formerly operated by the PGE. Rebuilt in 1951 from gas car #101(II), #1800 was scrapped in the early 1960s.

Wil Whittaker captured this shot at Lillooet in June 1956. Jim Moore Collection.

## 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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**CORRECTIONS/UPDATES:** Ross Pugsley wrote to share two comments concerning information we published in Issue 22. First, as to Home Oil's Kahntah gas field (page four), BC Rail will carry the liquids from the Sikanni siding to Taylor. The natural gas will move via pipeline to market.

Second, (pg. 22): There is no longer a refinery at Taylor. It has been dismantled and sold off to somewhere in South America. There is, however, a liquid petroleum gas facility which ships propane. Also, Fibreco has a pulp mill which sips (what else!) pulp.

Ross wonders if anyone knows who the previous owner of the 2300-series covered hoppers was? □

Eric L. Johnson wishes to provide readers with an update concerning his switcher article which began on page 19 of Issue 22. Eric has since learned that the Prince George-Mackenzie switcher does not make up trains at Mackenzie. Instead, the Mackenzie yard switcher handles these chores.

Second, (pg. 22): stationed at Mackenzie are crews which operate a single CRS-20 and slug-set on two shifts. □

## MOTIVE POWER NOTES

Edited by Paul J. Crozier Smith

The railway plans to order four more Dash 9s in 1996, for delivery in 1997. The new power will feature AC traction motors and computerized instrument displays. (Vancouver Province via Glen Etchells)

BC Rail's Dash 9-44CW's #4641-4644 now have a door cut into the trainman's side of the cab and can be used as lead engines. The retrofit was completed ahead of schedule, and under budget, in the Squamish shops. (Vancouver Province via Glen Etchells)

To alleviate its motive power shortage, BC Rail has leased several SD45T-2E's. The units arrived in early September and are expected to be returned in early November. The former Southern Pacific engines, in grey and red minus lettering, were numbered as follows: 6777, 6778, 6780, 6781, 6783, 6790, and 6792. This lease arrangement allowed BCR to perform maintenance chores on its locomotive fleet. (Paul J. Crozier Smith)

BC Rail has retired the last four Helm Leasing SD40-2's: #737, 739, 740, and 742. They will be renumbered HCLX #6205, 6207, 6208, and 6210, respectively. (PJCS)

The CAT re-engining program continues. Latest releases: #612 on January 25, #604 on April 25, and #626 on June 30. #628 was underway in early October. Scheduled for 1996 are 621, 622, and 630. (PJCS)

The railway is quite happy with the performance of the ex Santa Fe B36-7s it has had on lease since late 1994, and as a result, has taken an option to purchase all 16 locomotives when the agreement with General Electric expires this fall. If purchase plans are completed, the railway plans to shop them and add slug capability. The M420's and M420B's may be rewired for slug operation behind the B36-7's (paired up so one slug would work between two mothers). The M420's would otherwise not be changed so they could easily revert to full locomotive status as and when required.

It is planned that one mother-slug-mother set will be done, and after a period of testing and debugging, the others would be converted. The speeds on the northern branch lines are such that the full horsepower of the B36-7's could never be utilized except in this proposed configuration. (*Extra 2200 South* via Eric L. Johnson)

The sixteen B36-7s that BC Rail is buying will be renumbered into the 3600-series, commencing with #3601. (PJCS)

BC Rail has shown interest in a proposal for a gas turbine locomotive from a North Vancouver company, in partnership with Allison Engine and Allied Signal. The consortium proposes retrofitting a diesel locomotive with an 8,000 hp gas turbine and AC traction motors. The unit would be powered by natural gas, which is both plentiful and inexpensive throughout British Columbia. (*Branchline*)

### WCRA--BC Rail System Tours

These nine day special charter excursions over the BC Rail system have become the headline trips of the WCRA. First offered in 1987, these unique tours of British Columbia have been hailed by participants for the wildlife, the colours, the spectacular scenery, the warm hospitality of the Northern communities, and the professionalism with which they are run.

These tours are a great way to see B.C., and offer an exceptional value when you realize that the price includes rail transportation, bus transfers to hotel, meals, and entertainment.

For further info regarding WCRA's 1996 Tour Program, contact Grant Ferguson, WCRA, Box 2790, Vancouver, B.C. V6B 3X2.

## B.C.R.'s Wide Vision Cabooses

Ron Tuff

Diagrams by Greg M. Kennelly

The Pacific Great Eastern's expansion during the late 1950's and early 1960's resulted in increased rail traffic. Freight train crews were using the wood-sheathed, rebuilt box cars; but a new, more modern conductor's office was required. The railway's Superintendent of Car Equipment, Barrie Hunt and Mechanical Engineer, Peter Bridge, designed an all-steel, welded, wide-vision caboose in late 1967 to meet the need.

Built to American Association of Railroads (AAR) specifications, the raised and extended cupola provided better visibility to see beyond the larger cars. The all welded steel construction, with rounded body corners, improved the structural rigidity, safety, and styling. The coal-oil marker lamps were replaced with modern, integral electric lights at each corner of the roof. The interior was insulated with styrofoam and lined with perma-shield plywood, painted in a three-colour scheme. A modern refrigerator for food storage, propane stove and extra locker space were just some of the equipment installed for crew comfort. In addition to the above noted benefits over the fifteen-year old wooden cabooses, the new design was a "run-through" caboose, staying with the train as far north as Chetwynd. This resulted in less switching at terminals and accelerated freight train movements.

A prototype caboose (#1851) was fabricated at the Squamish car shops and delivered in April 1968. Six subsequent orders were built during the following seven years, resulting in a total of thirty-four. As with any production run over several years, improvements were made to the design. The original design included a hat-style cap on the smoke stacks and friction-bearing trucks. Cabooses up to #1859 did not include supports for the smoke stacks, and had only one water tank filler pipe, found to the right of the battery box compartment.

Series	Built	Scheme	As Built Paint Scheme
PGE 1851	1968	1	Dark green with orange ends, 32" high orange map herald, 7" PGE Square Gothic orange road number above the bolsters
PGE 1852 - 1856	1969	2	Two tone green, 4" white dividing stripe, 70" high map herald, 7" PGE Square Gothic white road number above left bolster
PGE 1857 - 1859	1970	2a	Two tone green, 2" white dividing stripe, 52" high map herald, 7" PGE Square Gothic white road number above left bolster
PGE 1860 - 1864	1971	2c	Two tone green, 2" white dividing stripe, 60" high grey/black/white map herald, 7" PGE Square Gothic white road number above left bolster
BCOL 1865 - 1874	1973	3	Two tone green, 2" white dividing stripe, 20" diameter Dogwood herald, 7" Microgramma Bold Extended white road number above left bolster
BCOL 1875 - 1881	1974	3	Two tone green, 2" white dividing stripe, 20" diameter Dogwood herald, 7" Microgramma Bold Extended white road number above left bolster
BCOL 1882 - 1884	1975	3	Two tone green, 2" white dividing stripe, 20" diameter Dogwood herald, 7" Microgramma Bold Extended white road number above left bolster

In 1985, the railway began rebuilding many of these cabooses. The improvements included new sealed cupola end windows and body end windows. Although in at least one case (#1878), only some of the cupola windows were changed to the sealed style. As the project continued, ditch lights were added to the platforms at each end, and a sealed picture window was installed on the left end of each side (adjacent to the conductor's desk inside).

By the summer of 1995, the railway had begun to eliminate cabooses on run-through trains south of Chetwynd, replacing them with rear-end detectors. Many of the thirty-four cabooses had already been retired. Caboose #1869 was destroyed in a fire at Prince George on December 20 1979, and #1880 which was side-swiped in Prince George yard on January 3 1993, along with #1854. Two other cabooses, #1876 and 1877, sat in Squamish awaiting scrapping. Caboose #1883 met the worst fate, as it sat adjacent to the Chetwynd yard, used by the local fire department members for practice. At least one caboose, #1864, has been given a new lease on life as catenary inspection car #993804. Although modified from its original design, with a new raised roof on the cupola and inspection lights, it was still painted in a two-tone green paint scheme. The majority however were sitting on sidings in North Vancouver, Squamish and Prince George awaiting disposition.



## Paint Schemes

Five distinct paint schemes, along with several variations, have been worn by the Squamish-built wide-vision cabooses. Nearly every caboose in the fleet was repainted into a different scheme, or received a subsequent variation during its career. The exceptions were a few cabooses which retained their scheme 3 appearance until the summer of 1995. With the demise of the fleet, it is unlikely there will be any further changes.

In addition to the distinct paint schemes, numerous stencils and decals were applied to the cabooses after they were serviced or repaired. The following details and chart of paint schemes were compiled from actual photographs. In many instances it differs from the official paint and lettering diagrams issued by the Engineering Department. Therefore, the importance of using photographic documentation of a specific caboose when applying paint and lettering to a model cannot be overemphasized.

- Lettering was applied to the compartment doors below the cupola to indicate "BATTERIES", "PROPANE NO SMOKING", and "EMERGENCY EQUIPMENT". This was two-inch high orange letters on scheme 1, and was revised to white lettering on all subsequent variations, except scheme 5, where "EMERGENCY EQUIPMENT" appear in black.
- Four reflective 4" x 6" decal safety marks were first applied to #1852 - 1856, spaced along the lower side body edge. In later schemes these were applied to some of the other cabooses as four-inch round dots, four-inch diamonds, and on some cabooses, not at all.
- Consolidated lube stencils were introduced by the AAR in January 1979, and were subsequently applied to some of the fleet. The earliest style was a long rectangular design with a centre vertical dividing stripe. Later lube stencils were more square with a centre vertical stripe meeting a low horizontal dividing stripe, or rectangular with two vertical stripes meeting a low horizontal dividing stripe.
- Miscellaneous other data was also stencilled along the car side above the frame. For example, as in the one-inch high white lettering, "DAYCO DRIVE LUBED PG 2-16-76". The Dayco Drive is an axle-driven generator on the A-end truck which creates electricity to recharge the batteries, which are required as back-up or when the caboose isn't moving. If the belts, pulleys and shafts aren't lubricated, the bearings seize up and put the caboose out of service. To prevent this, the Dayco Drive was lubricated regularly. The location and date were stencilled on the side of the caboose near the trucks.
- The railway also performed periodic inspections of the caboose's bolsters and brake system by jacking up the body and rolling out the trucks from underneath. Following the inspection, a 1 1/2" high white stencil (eg. MR 7-90) was applied on the side of the body near the left steps.
- In the early 1980's, the railway began applying a white stencil near the right steps to indicate the location and date when the caboose was painted (eg. PAINTED SQUAMISH 9-82).

## Caboose Details Researched from Photographs

Road Number	Photo Date	Date Painted	Paint Scheme	Safety Marks	End Cupola Windows	End Caboose Window	Conductor's Window	Ditch Lights	Lube Plate
1851	Oct '68		1	no	□ green	□ green	no	no	no
1851	Oct '76		3	no	□ aluminum	□ aluminum	no	no	no
1851	Jun '93 * Sep '82		3a	no	O aluminum	O aluminum	yes	yes	3
1852	Jun '94		3a	o	□ green	□ green	no	yes	1
1853	Oct '84 Mar '82		3a	o	□ green	□ green	no	yes	2
1853	Jun '95 Oct '86		4a	o	□ red	O red/wht	no	yes	2
1854	May '80		3	< >	□ aluminum	□ aluminum	no	no	no
1855	Oct '91 * Dec '80		3a	o	□ green	□ green	no	yes	1
1856	Jun '94 Sep '81		3a	no	□ green	□ green	no	no	1
1857	May '80 May '89		3	no	□ aluminum	□ aluminum	no	no	no
1857	Feb '92 *		5	o	O aluminum	O aluminum	yes	yes	2
1858	Jun '93 * Mar '81		3a	o	□ green	□ aluminum	no	yes	1
1859	Jun '94 * Aug '81		3a	o	□ green	□ green	no	yes	1
1860	Oct '91 Mar '87		5	o	□ aluminum	O aluminum	yes	yes	2
1861	Jun '94		3a	< >	□ green	□ aluminum	no	no	no
1862	May '80		3	no	□ aluminum	□ aluminum	no	no	no
1862	Jun '94 * Jun '82		3a	< >	□ aluminum	□ aluminum	no	yes	3
1863	May '80 *		3a	< >	□ aluminum	□ green	no	no	no
1864	Jun '94 Jan '83		3a	< >	□ green	□ green	no	yes	2
1865	Jun '95		3a	< >	O aluminum	□ aluminum	no	yes	2
1866	Nov '92		3a	o	O green	O aluminum	no	yes	1
1867	Sep '92 * Jan '83		3a	< >	□ aluminum	□ aluminum	no	yes	2
1868	Feb '92 *		3a	< >	O aluminum	□ aluminum	no	yes	3
1870	Jun '95		3	no	□ aluminum	□ aluminum	no	no	no
1871	Jun '95		3a	no	□ aluminum	□ aluminum	no	no	2
1872	Jun '95 Feb '88		5	o	O aluminum	O aluminum	yes	yes	2
1873	May '89		3	o	□ aluminum	□ aluminum	no	no	2
1874	Jun '93 * Sep '88		5	o	O aluminum	O aluminum	yes	yes	2
1875	Aug '92 Jan '86		4a	o	O aluminum	O aluminum	no	yes	2
1876	Oct '84 Jul '83		3a	< >	O aluminum	O aluminum	no	no	1
1876	Dec '91 Oct '90		5	o	O red	O red/wht	yes	yes	2
1877	Jun '94 Oct '85		5	o	O aluminum	O aluminum	yes	yes	2
1878	Jul '94 *		4a	o	O red	O red	no	yes	2
1879	Aug '76		3	no	O aluminum	O aluminum	no	no	no
1879	Sep '85 Jan '85		4	o	O red	O aluminum	no	yes	2
1880	Oct '84		3	no	O aluminum	O aluminum	no	no	no
1880	Dec '91 Jul '85		4b	o	O red	O red/wht	no	yes	2
1881	Jun '95		3	no	O aluminum	O aluminum	no	yes	2
1882	Jul '89		3	no	□ green	O aluminum	no	no	2
1883	Jun '95		3	no	O aluminum	O aluminum	no	no	2
1884	Jul '94		3	no	O aluminum	O aluminum	no	no	2

## Notes:

Caboose 1869: scrapped 1979.

Date " \* " : paint scheme unchanged in June 1995

Safety Marks: o 4" diameter dots  
 < > 4" diamonds

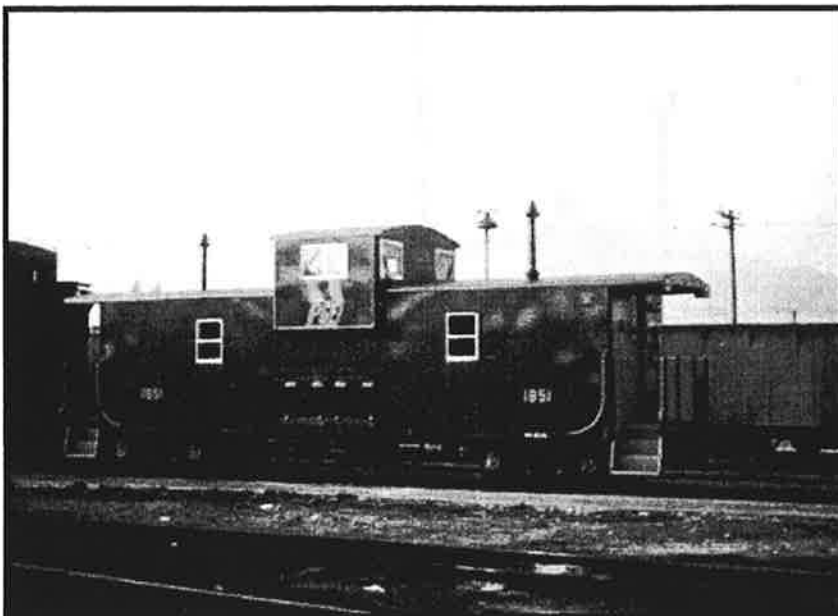
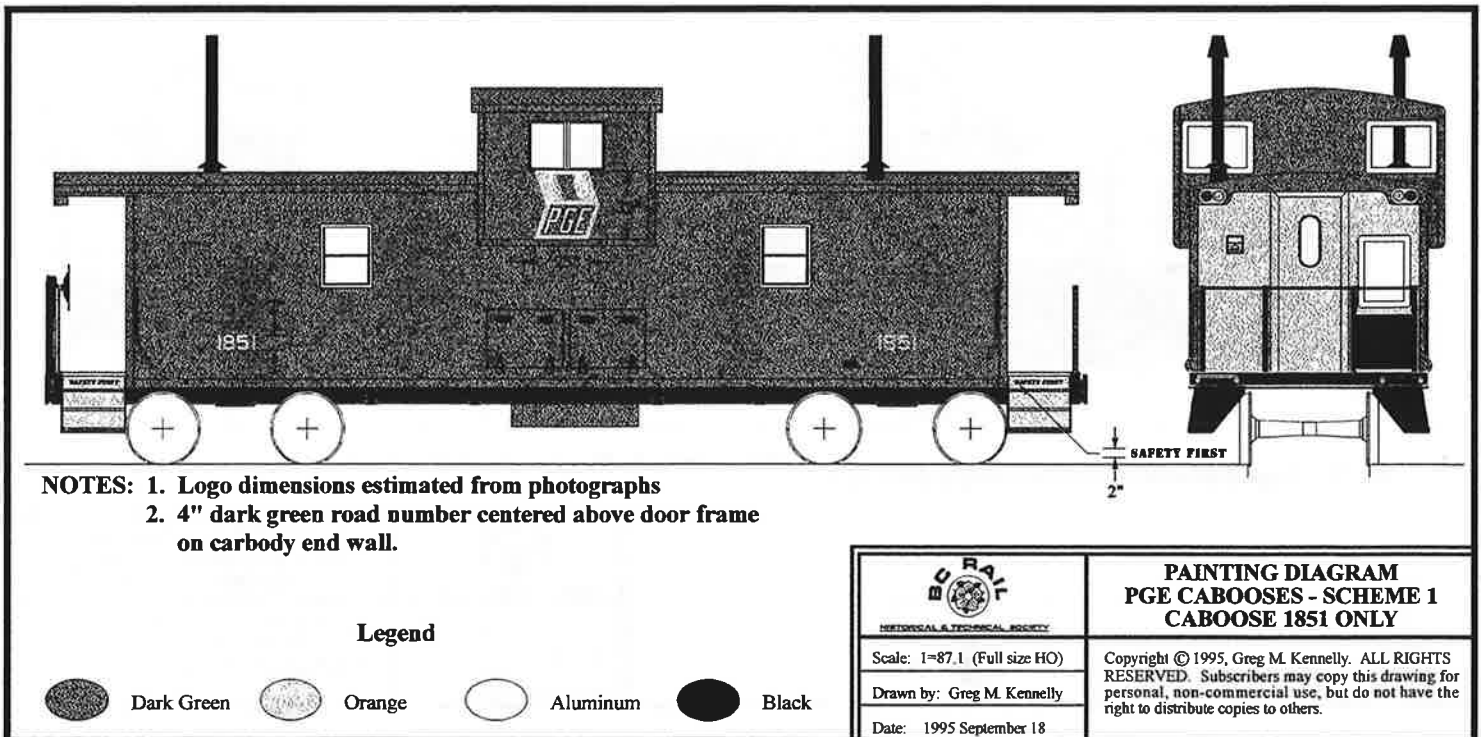
## Windows:

Cupola end □ Square corners  
 Caboose end O New sealed windows  
 Conductor's yes Picture window installed

Lube Plate: 1 Long rectangular style, 2 boxes  
 2 Square style, 3 boxes  
 3 Rectangular style, 4 boxes

1. The first caboose built (#1851) was completed in a solid dark green paint scheme, including the underframe and trucks. An orange PGE map herald, approximately 32" high, was applied on the side of the cupola below the windows. The road number was seven-inch high PGE Square Gothic orange numerals (very similar to Helvetica Medium) applied above the bolsters on each side of the caboose. A four-inch high dark green road number was centred above the end door frame, not on the roof fascia as in all subsequent schemes.

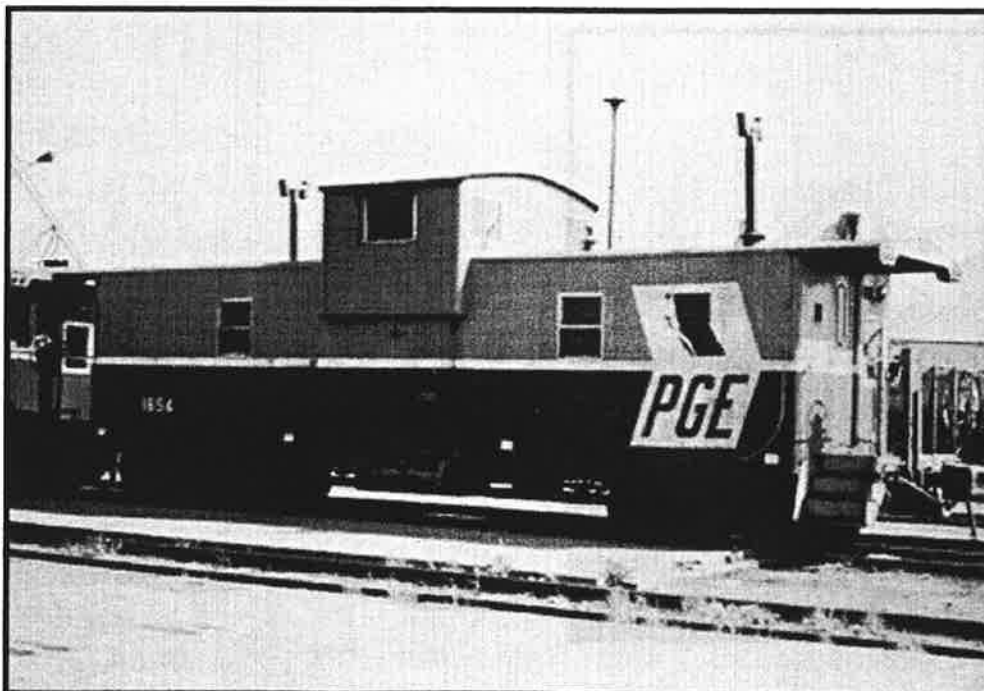
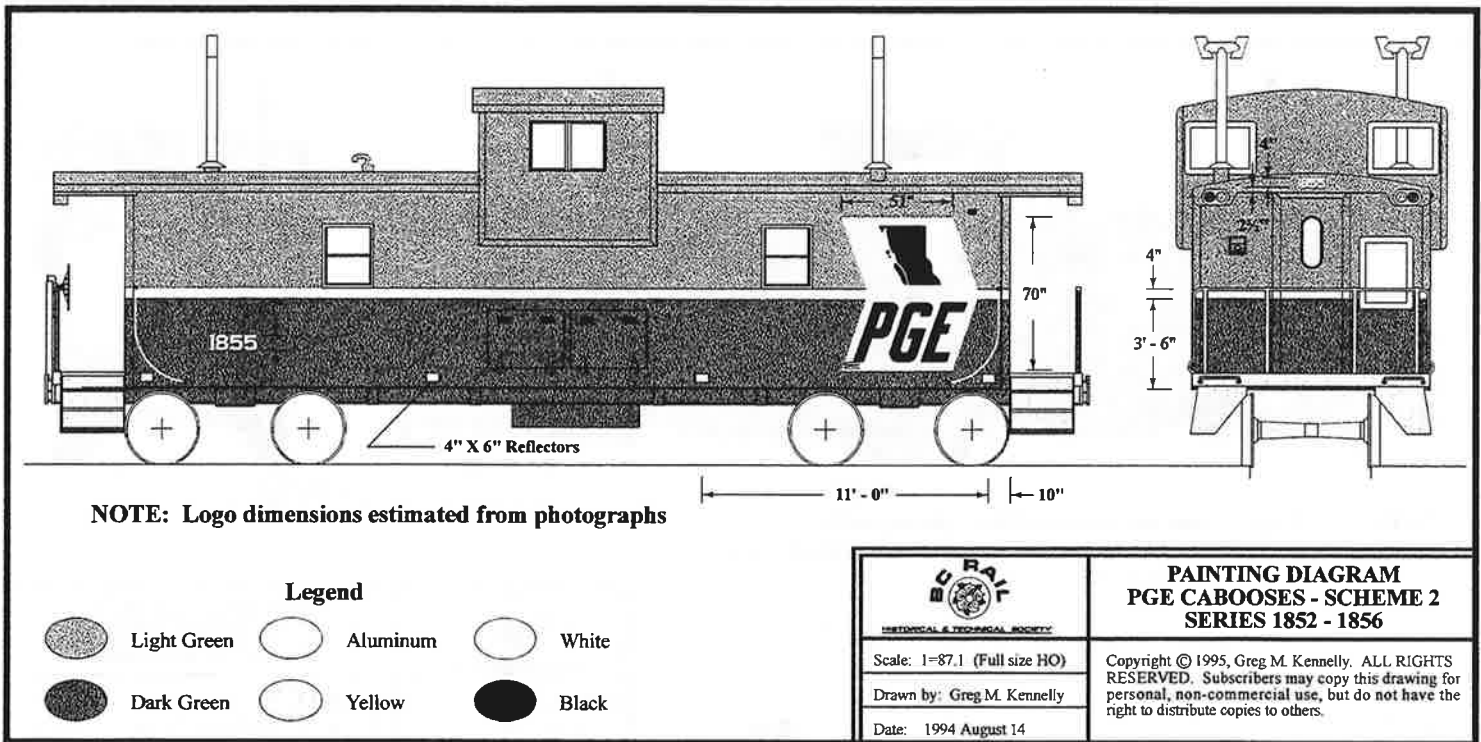
The outside railings, from the last vertical stanchion, as well as the steps were painted orange. The balance of the end railings, a steel plate above the right-side end sill between the stanchions, the outside surfaces of the stairwells, and the end sills were painted dark green. The top riser of the steps was stencilled "SAFETY FIRST" in two-inch high black lettering. Above the right bolster was stencilled "OILED & PACKED SQUAMISH XX-XX-68", since #1851 was built with friction bearing trucks. No safety marks or consolidated stencils were applied. This was a short-lived paint scheme, and was superseded by scheme 2B in the early 1970's.



Caboose #1851 as delivered from  
Squamish shops in April 1968.  
Scheme 1  
Grant Ferguson photo.

2. The second paint scheme introduced the two-tone light and dark green paint scheme, with the underframe and trucks painted dark green. Applied on the four-inch wide white dividing stripe, on the right side of the body, was a white PGE map herald approximately 70" high. The road number was seven-inch high PGE Square Gothic white numerals applied above the left bolster, and four-inch high white numerals on the roof fascia above each end. The steps and safety railings were painted yellow. Four reflective 4" x 6" safety marks were applied along the lower edge of each side on #1852, 1854, and 1855.

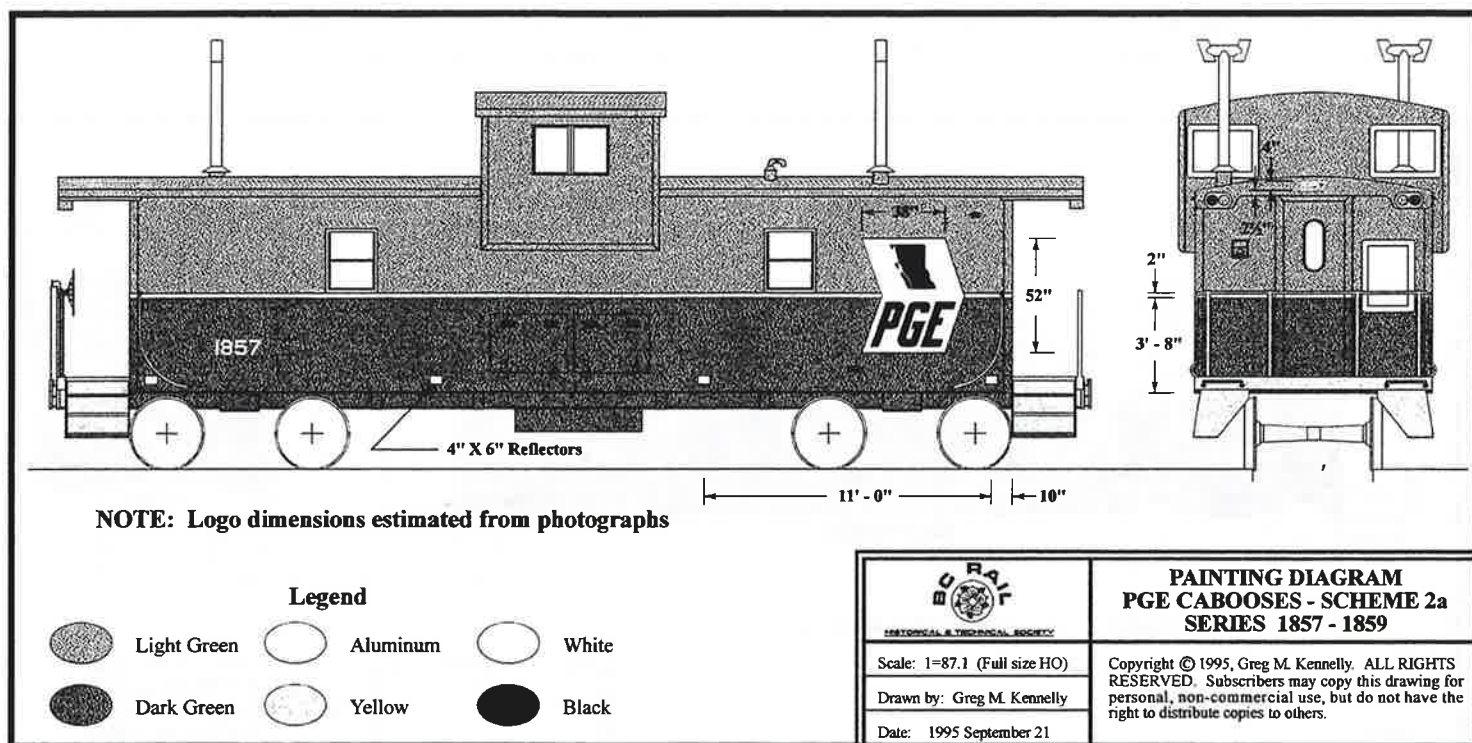
As the first production run of five cabooses, several changes were made to the initial design. These cabooses were delivered with swing-motion roller bearing trucks and the "hat" style smoke stack cap was replaced with an H-pipe design. The steel plate above the right side end sill was eliminated.



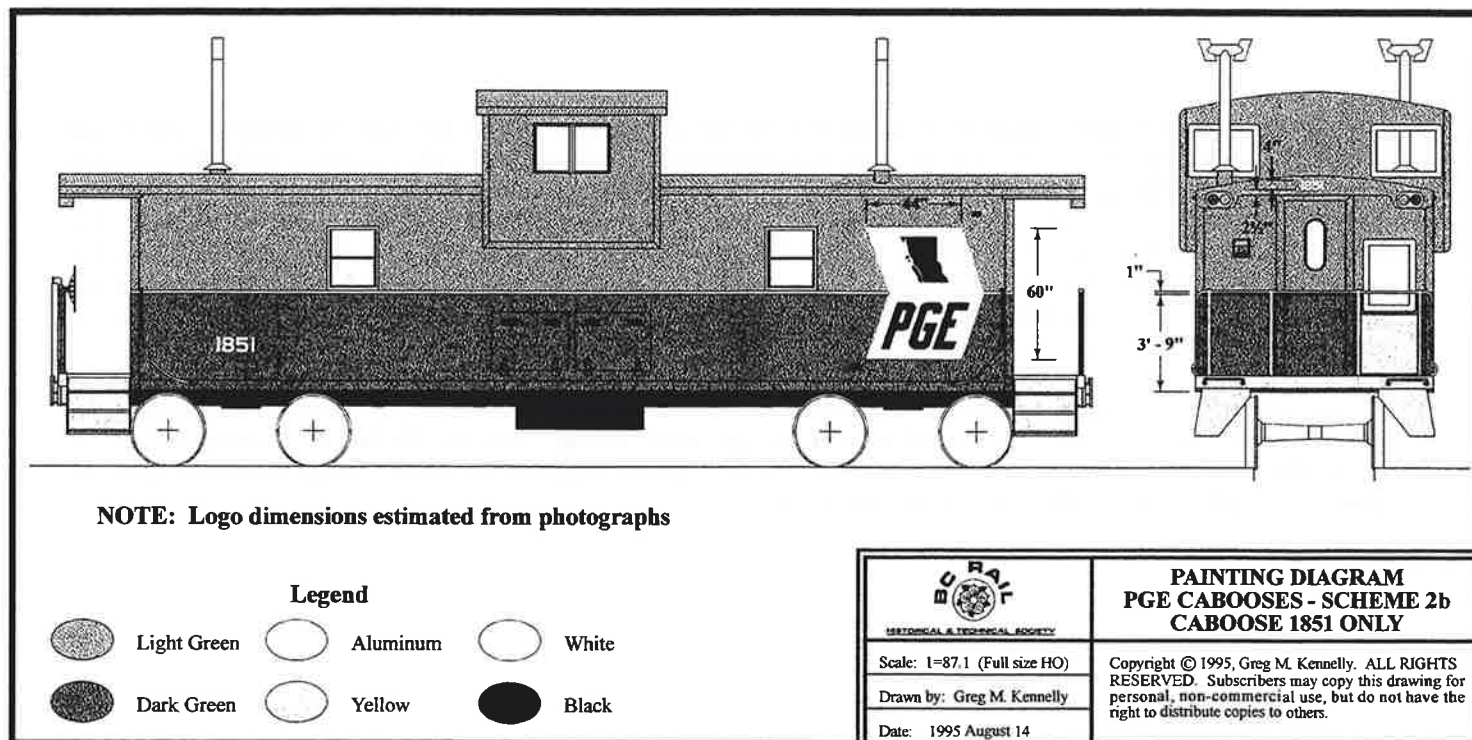
Caboose #1854 in two-tone green introduced in scheme 2.  
 North Vancouver, B.C.  
 May 1973  
 Greg M. Kennelly photo.



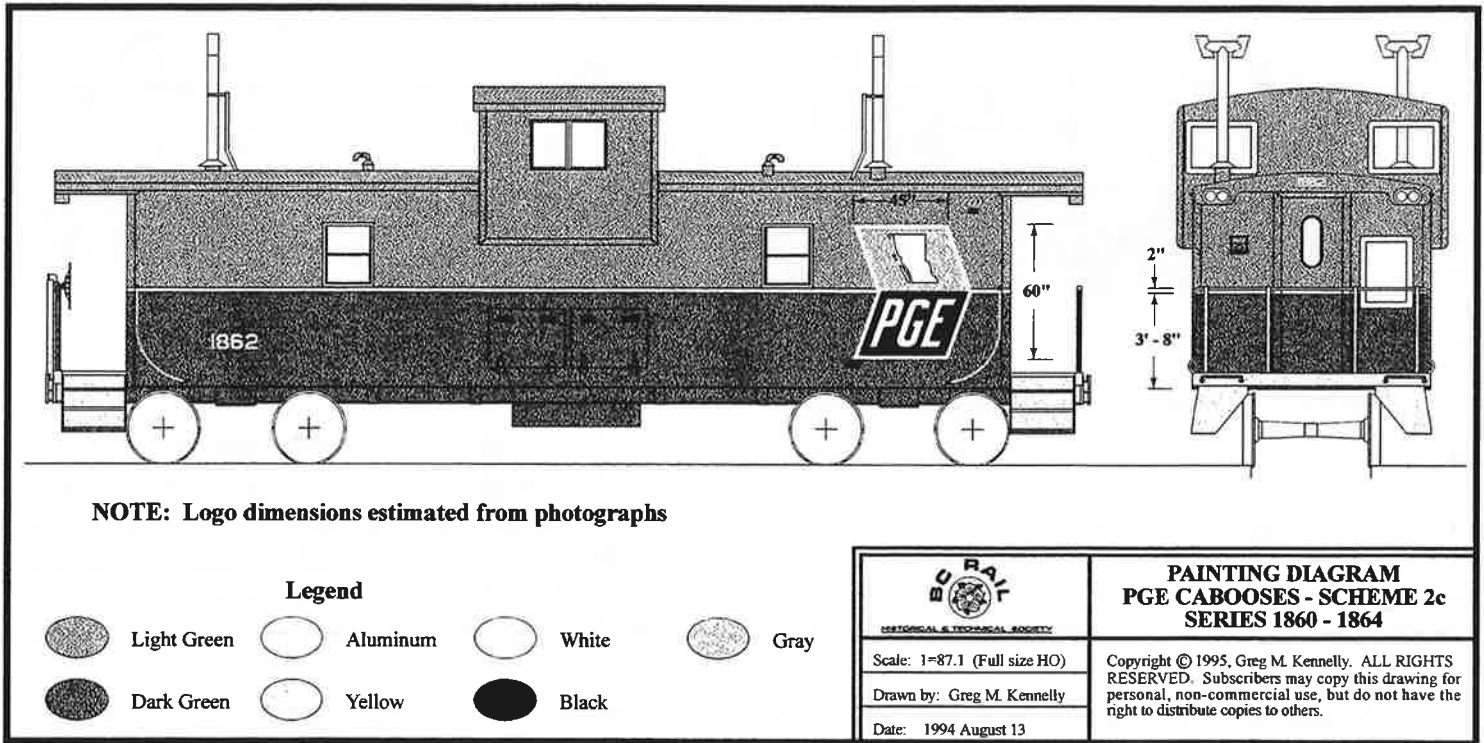
2a. The first variation of the scheme 2 saw a 25% smaller white PGE map herald applied in the same location.



2b. When #1851 was painted into the two-tone green scheme in the early 1970's, it received a second variation. A medium size white map herald was applied in the same location, but the dividing white stripe was reduced to a width of one-inch.



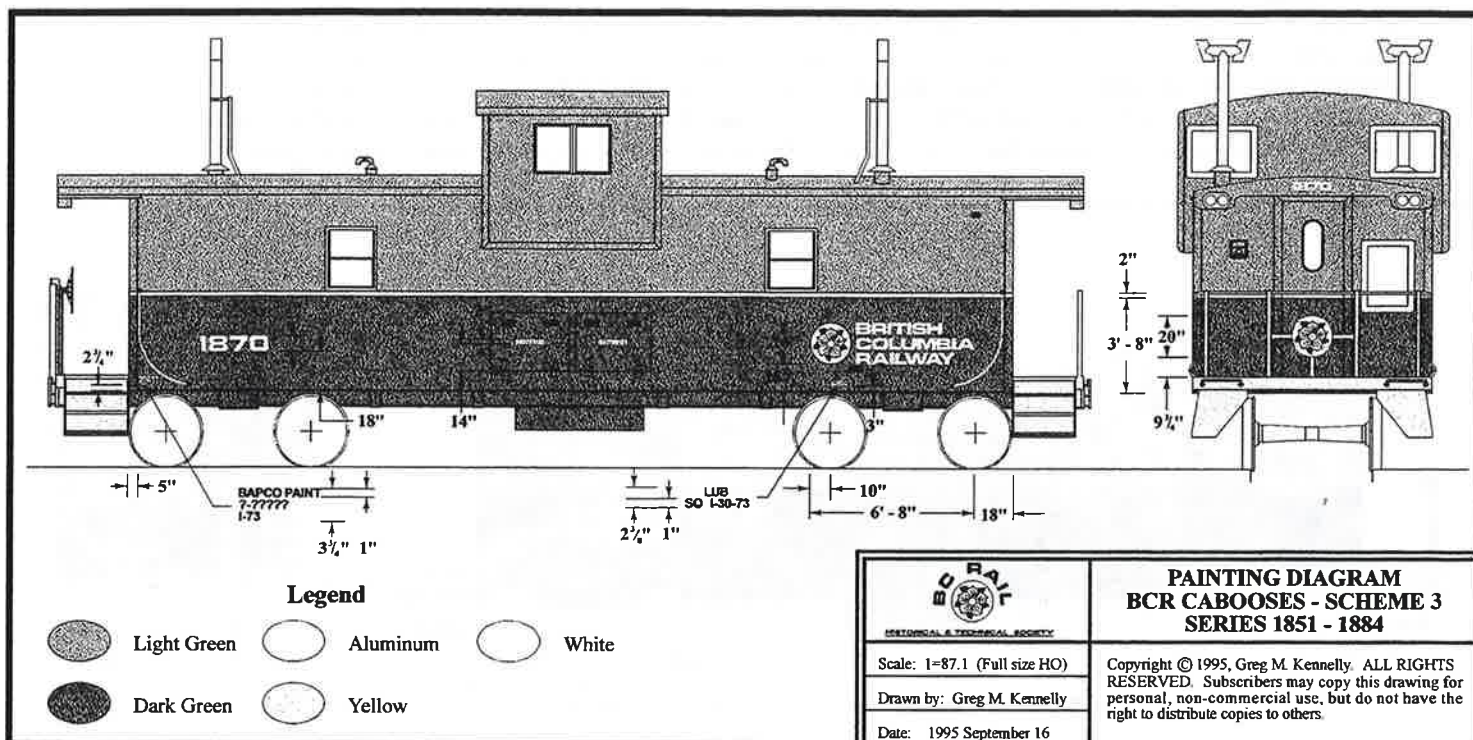
2c. The final variation of this paint scheme saw the white map herald replaced by a similar size three-colour (grey, black, white) map herald as introduced on the National Steel Car box cars delivered earlier. The white dividing stripe was increased to two-inch again. The 4" x 6" reflective safety marks were not applied to this variation.



3. After the railway's name change in 1972, the map herald was replaced with a 20" diameter Dogwood flower and "British Columbia Railway" herald. The two-tone green paint scheme was retained, with a two-inch wide white dividing stripe. In keeping with the new herald's lettering font, Microgramma Bold Extended, the road number's font was also changed to seven-inch high white Microgramma Bold Extended numerals above the left bolster, and four-inch high white numerals on the roof fascia above each end. The steps and safety railings were painted yellow, while the underframe and trucks were painted dark green. No safety marks, or consolidated stencils were initially applied. A lubrication stencil was applied on the car side below the Dogwood flower in one-inch high white letters (eg. LUB SQ XX-73); as well as one-inch high white letters near the left steps (eg. BAPCO PT SQ X-73).

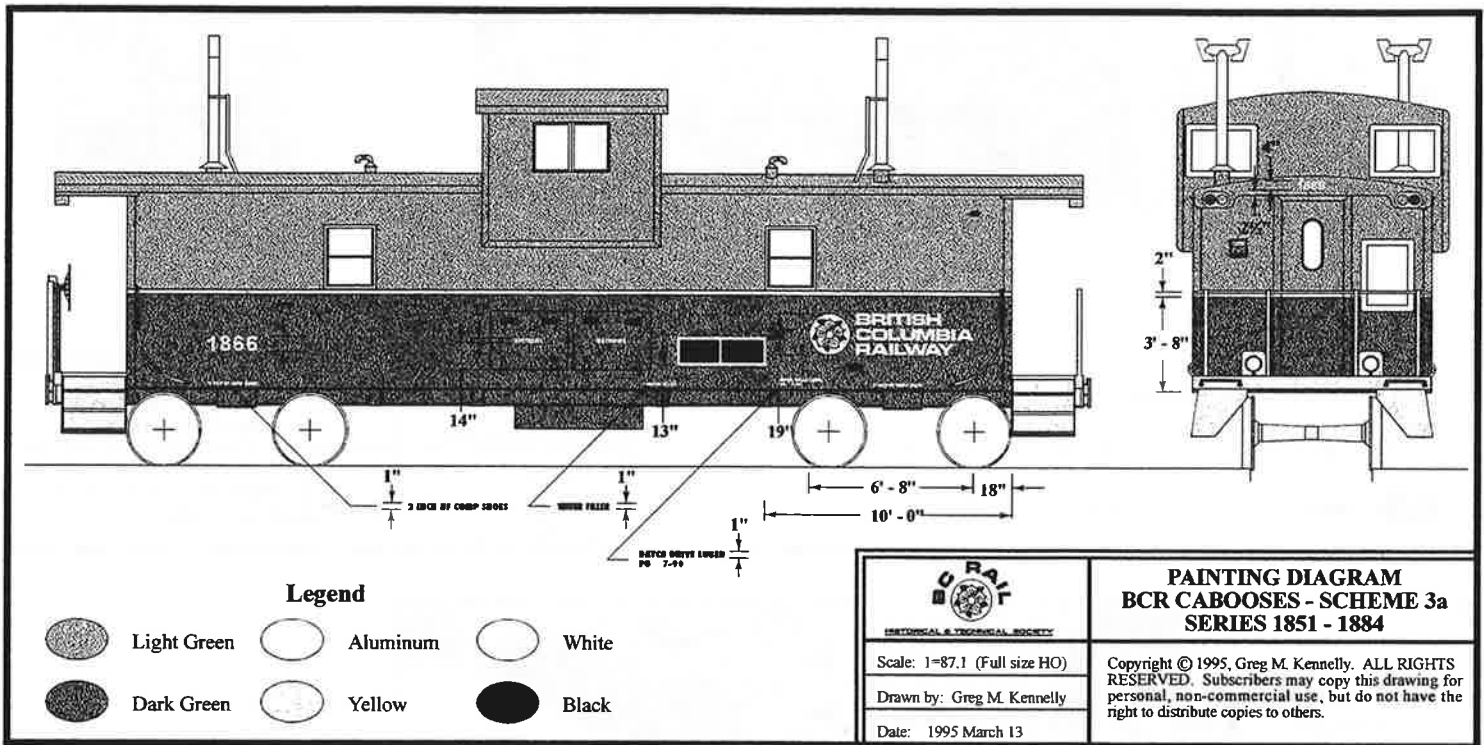
The railway's own painting and lettering diagram, dated February 8 1973, also shows a 20" diameter Dogwood flower applied to sheet metal in the middle of the end platform railings on all cabooses. Photographs document examples of this on #1851, 1870, and 1872. These were removed in 1978, after an employee suggested that in order to get a stretcher inside the caboose, it would have to be lifted up over the end railing.





Scheme 3a  
 Caboose #1859  
 Lillooet, B.C.  
 Ron Tuff Collection

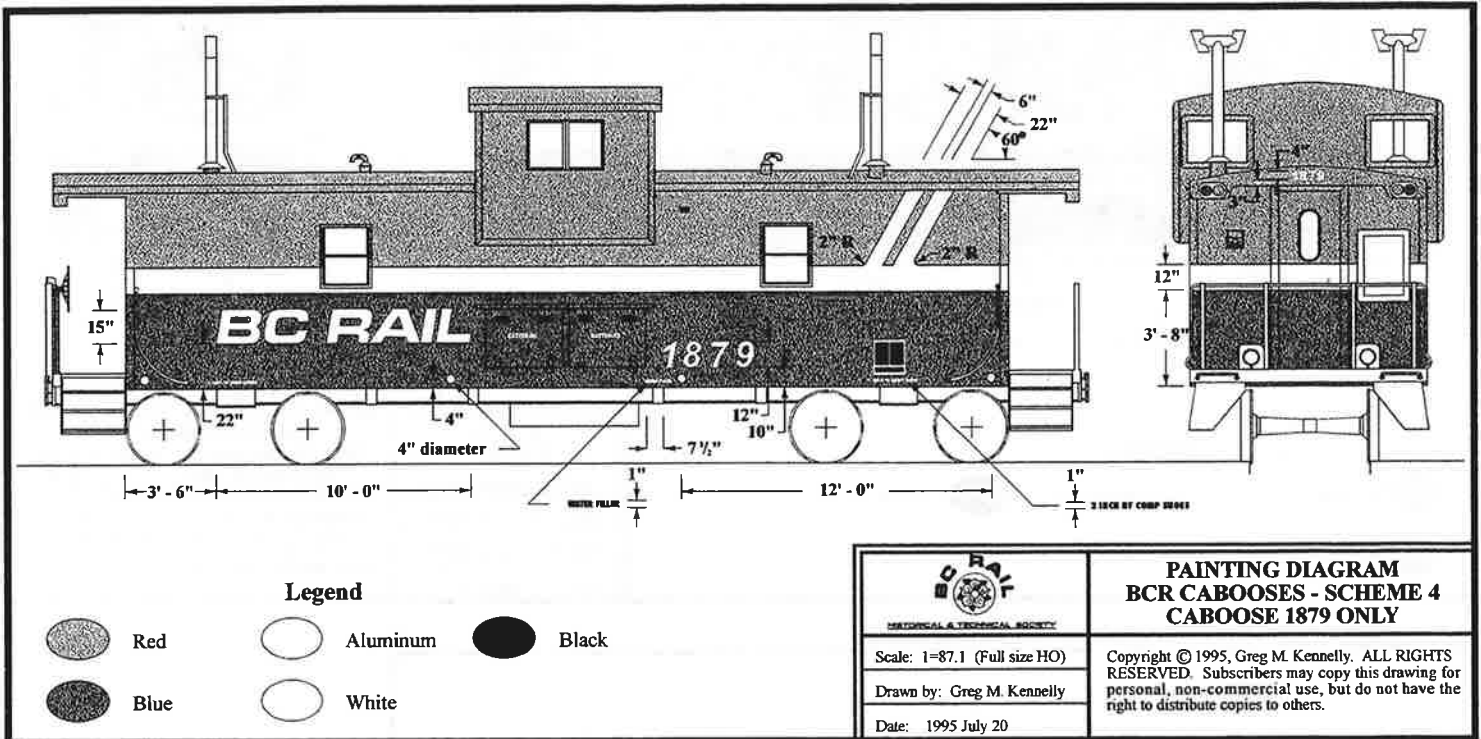
3a. A variation of the third scheme developed as cabooses were shipped for repairs. The road number font was changed to seven-high white Helvetica Medium applied in the same location and four-inch high white numerals on the roof fascia above each end. By this time the Dogwood flowers on the end railings had been removed. Either four-inch round dots or diamond-shaped safety marks were being applied, as were consolidated lube stencils after January 1979. Above each bolster, two-inch high white lettering identified the type of brake shoe (eg. 2 INCH HF COMPOSITION SHOES), and one-inch high white lettering identified the "WATER FILLER" location to the right of the battery compartment.



Scheme 3a, later version  
 Caboose #1864  
 Noted shape of consolidated  
 lube stencil.  
 October 1991  
 BCRH&TS Collection

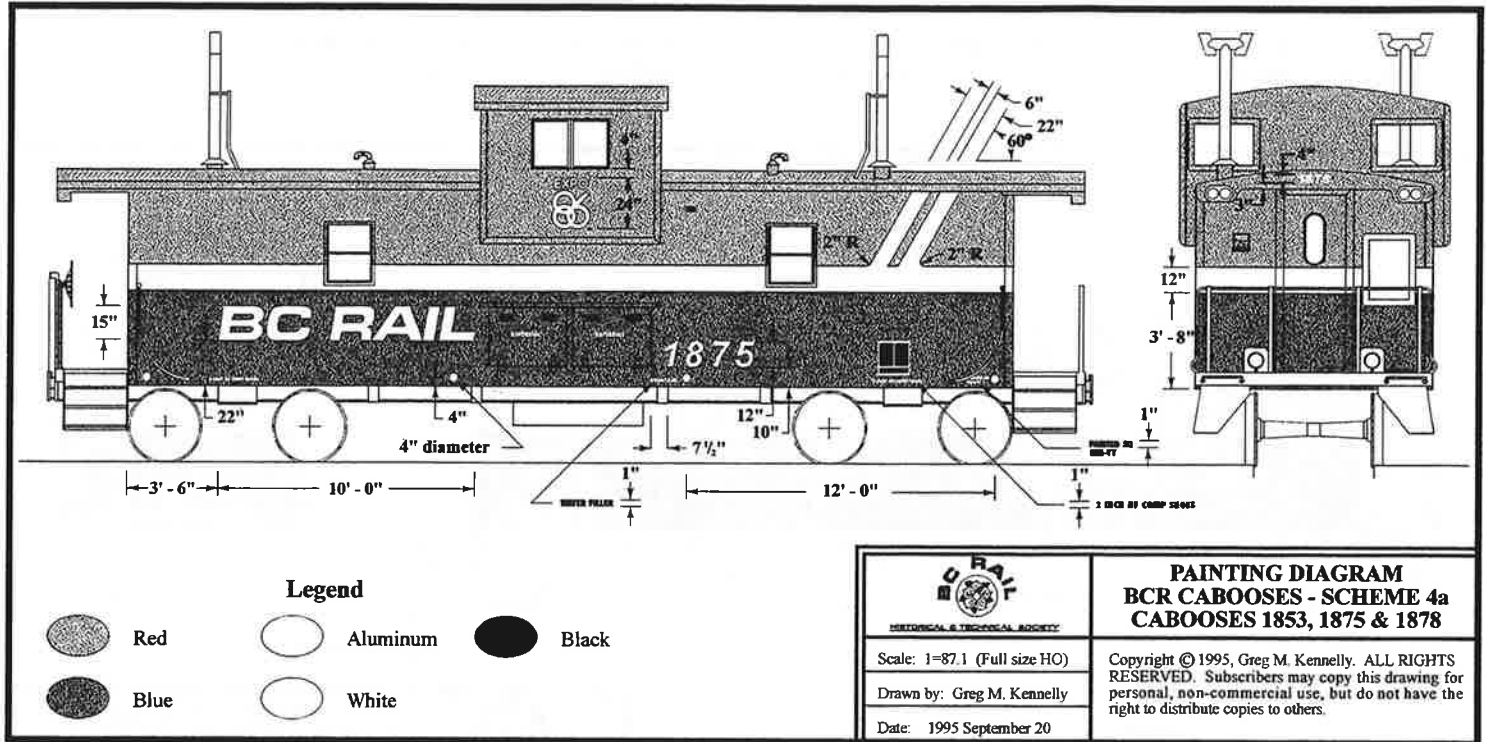


4. The first red, white, and blue BC RAIL paint scheme appeared on company paint diagrams on February 19 1985. It included two white chevrons applied on the red, right-hand upper half of the caboose, and a 15-inch white BC RAIL herald with 12-inch high white Helvetica Medium Italic road numbers in the blue lower half, divided by a 12-inch wide white stripe. Consolidated lube stencils and four-inch round dot safety marks were applied. The steps, safety railings, underframe, and trucks were painted aluminum. No conductor's windows had been installed, but ditch lights were added to the end platforms. The "PROPANE NO SMOKING" stencil was applied in two lines on the compartment door. The only caboose painted in scheme 4 was #1879



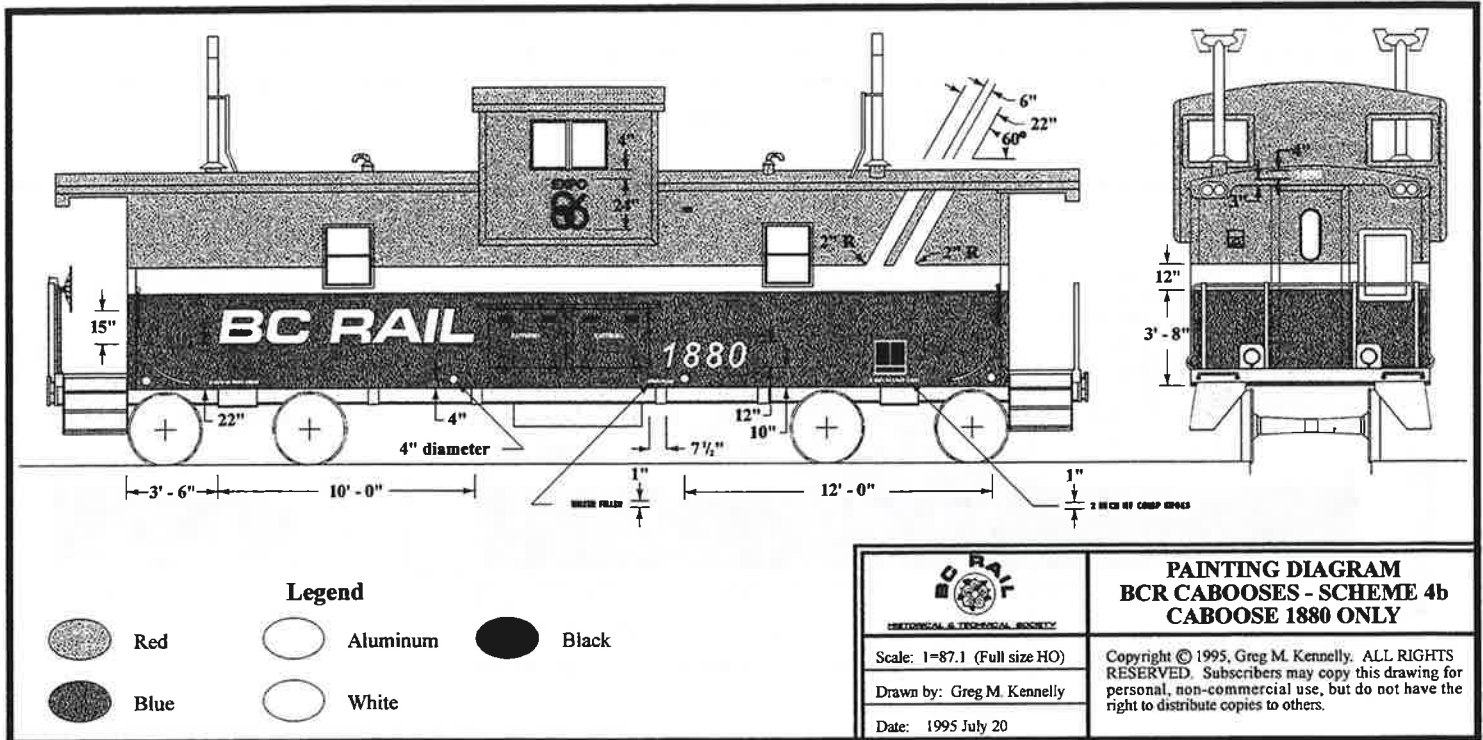
Scheme 4  
Caboose #1879  
Fort St. John, B.C.  
July 1995  
Jim Moore photo

4a. A variation of the above scheme included a 24-inch high white EXPO 86 logo on the side of the cupola below the windows. The only cabooses to have received this variation were #1853, 1875, and 1878.

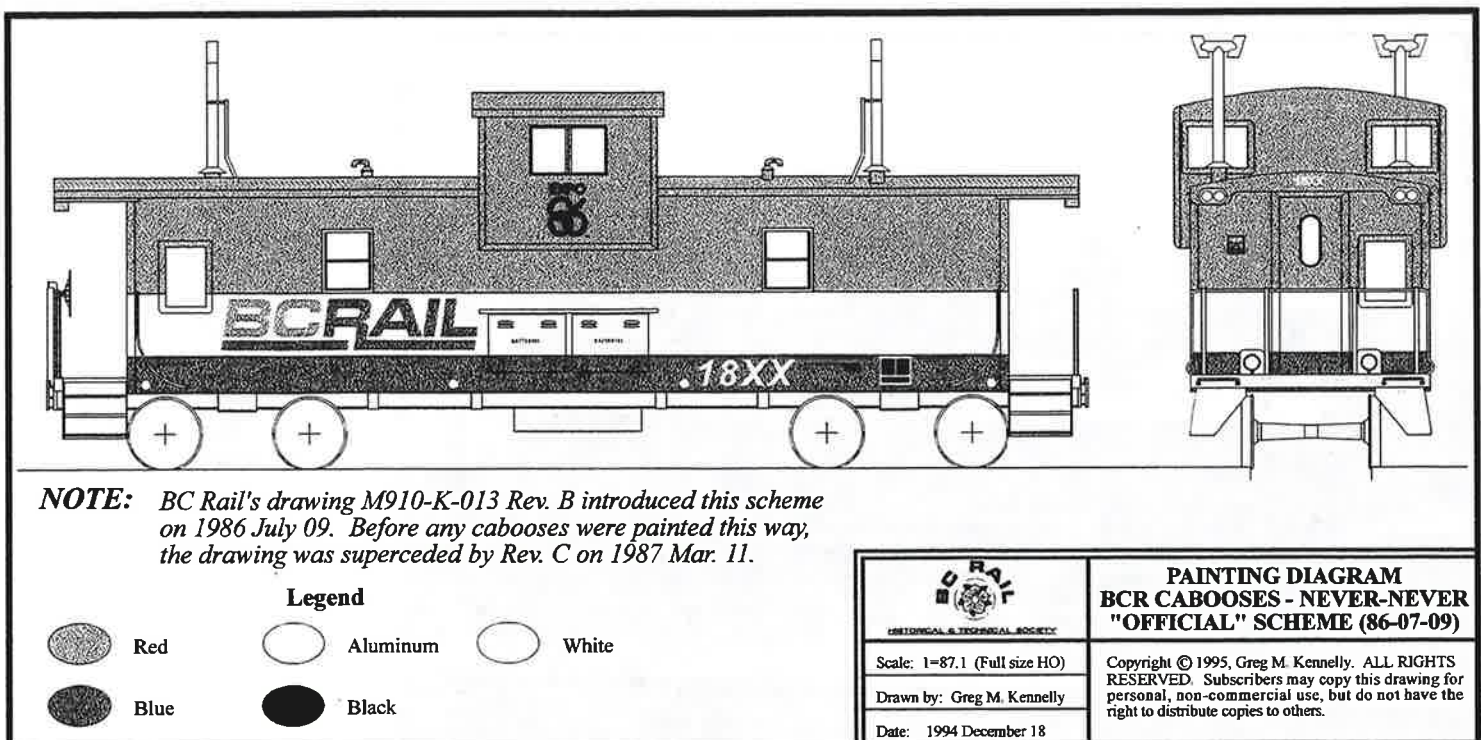


Scheme 4a  
 Caboose #1853  
 Dawson Creek, B.C.  
 July 1995  
 Jim Moore photo

4b. Another variation of paint scheme #4 included a 24-inch high black EXPO 86 logo on the side of the cupola below the windows. The only caboose painted in scheme 4b was #1880.

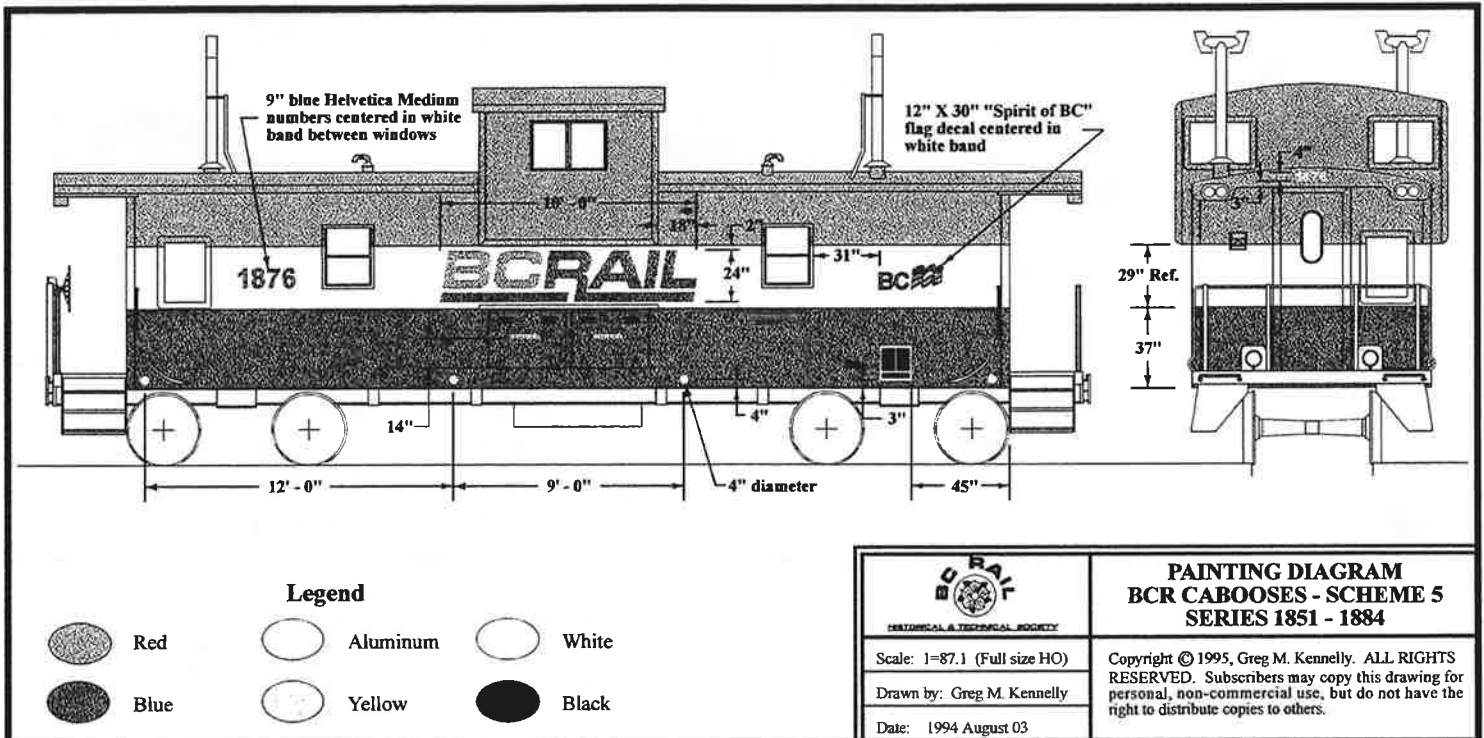


Another paint scheme was developed by the railway on July 9, 1986, prior to scheme #5 becoming official. It introduced a wider white dividing stripe and the new red and blue BC Rail herald, while incorporating the black EXPO 86 herald found on the cupola of variation 4b. A paint diagram is included, but this design was NEVER-NEVER an official scheme.





5. The final scheme was introduced on paint diagrams on March 11 1987. It was also a red, white, and blue BC RAIL scheme; however, the white dividing band was increased in width to 29 inches and the new red and blue BC RAIL herald was applied below the cupola. The road numbers were applied in blue to the left of the herald, and a "Spirit of BC" provincial flag emblem was applied to the right. Consolidated lube stencils, safety marks, and the two-inch high white compartment lettering and brake shoe data was applied. The steps, safety railings, underframe, and trucks were painted aluminum. A conductor's windows was installed, with ditch lights on the end platforms. Six cabooses were painted in this scheme, #1857, 1860, 1872, 1874, 1876, and 1877.



Scheme 5  
Caboose #1874  
Chetwynd, B.C.  
July 1995  
Jim Moore photo.



## Models

PGE/BC Rail modellers can obtain models of these cabooses from at least three sources or attempt to scratch-build one.

1. Andy W. Scale Models  
7706 Windsor Street,  
Vancouver, B.C. V5X 4A5.  
tel: (604) 325-1869

H.O. scratch-built styrene model, custom painted. Contact the supplier for price and availability.

2. Overland Models Inc.  
3808 W. Kilgore Avenue,  
Muncie, Indiana, 47304-4896.  
tel: (317) 289-4257

H.O. scale brass models to be released during the first quarter of 1996 in two versions, the original and a modernized style with the conductor's window. The dealer's net price is \$125 US.

3. Kaslo Shops (Jeff Briggs)  
6-6089 Truesdale Road,  
Duncan, B.C. V9L 2J1.  
tel: (604) 746-4454

N scale cast resin kit released October 1995. Assembly and a custom painting service is extra. Available only by direct order for \$35 Cdn.

4. "BC Rail Caboose You Can Build"  
by Marcel deVlieger  
*The Cariboo* issue 16

H.O. scale scratch-built model construction article. Etched brass swing motion caboose trucks suitable for a scratch-built model are available from Athabasca Models, 771 Wilkinson Way, Saskatoon Saskatchewan, S7N 3L8. Tel (306) 249-4884.

## Paint Mixtures

Modelers have used a variety of different paints to simulate the colours found on British Columbia Railway equipment. The exact match is a personal choice which depends on whether the caboose is to appear in shop condition, sun bleached, or heavily weathered. Even the lighting in the room or on the layout can change the way the finished model appears.

The following paint mixtures have been published in previous BC Rail modeling articles. Some are 'directly from the bottle', while others are precise mixtures.

The shelf life of paint mixtures is not nearly as long as factory mixtures used directly from the bottle, so caution should be exercised when mixing large quantities of paint. Since all the lettering currently available for BC Rail cabooses is wet-type decals, the finished paint scheme should be coated with gloss such as Floquil Crystal Cote RR4 if the paint finish isn't already glossy. To finish the caboose in shop condition, a coat of gloss will be required to seal the decals in place. Conversely, Floquil Flat Finish RR15 can be applied to create a dull finish or in preparation for weathering.

The British Columbia Railway Historical & Technical Society has Floquil paint mixtures for all the common colours used by the railway along with a sample chart, painted with actual paints from the railway. These are available for five dollars from the publisher Jim Moore or editor Andy Barber.

	Testors Model Master	Scalecoat	Floquil	Floquil Mixture
Light Green	Pale Green FS 1716	Northern Pacific Light Green #60	Coach Green RR48	1 part Reefer White RR11 3 parts Reefer Grey RR12 3 parts Light Green RR41 3 parts Coach Green RR48
Dark Green	Dark Green FS 1710	Northern Pacific Dark Green #61	Weyerhaeuser Green RR36	1 part Engine Black RR10 1 part Reefer Yellow RR31 4 parts Dark Green RR40
Yellow	Chrome Yellow FS 1707	Reefer Yellow #15	Reefer Yellow RR31	1 part Reefer Orange RR30 11 parts Reefer Yellow RR31
White	White Insignia FS 1745	White #11	Reefer White RR11	1 part Dark Blue RR50 16 parts Primer RR09 480 parts Reefer White RR11
Blue				10 parts Dark Blue RR50 16 parts Conrail Blue RR58
Red				2 parts Roof Brown RR70 25 parts Reefer Orange RR30 40 parts Socony Red RR87

### Available H.O. Scale Caboose decals

Wet-type decals have been printed by several companies which can be adapted for the Squamish-built steel wide-vision cabooses.

#### *Herald King C-240: Pacific Great Eastern paint scheme 2, 2b or 2c*

The white background with black PGE map herald is 66" high and therefore slightly small for scheme 2 (70") and slightly large for scheme 2c (60"), although it could be trimmed. The white dividing stripe appears to be three-inches wide and is therefore one-inch too narrow for scheme 2 and too wide for scheme 2b or 2c. Careful decalling or trimming can correct these problems. The white road number font is correct for the sides and ends. Consolidated lube plates were not used prior to 1979, and are therefore not required. The "BUILT" dates, "PTD" dates, "FRESH WATER ONLY", and "FUEL OIL" are also not required. The white compartment lettering, however, is not included. Substituting a grey, white, and black PGE map herald from set B-240 will provide the correct herald for a variation 2c paint scheme.

#### *Herald King C-230: British Columbia Railway paint scheme 3 or 3a*

The 20" diameter Dogwood flower British Columbia Railway heralds provided are the correct size, with the Microgramma Bold Extended lettering, but the flowers are poorly detailed. Extra Dogwood flowers are provided, enough to apply them to plates mounted on the end railings of pre-1978 paint schemes. The white dividing stripe appears to be three-inches wide and is therefore one-inch too wide. This can be carefully trimmed to size. The white road number font is also Microgramma Bold Extended, and is the correct size for the sides and ends. The consolidated lube plates provided are the wrong style, although not all cabooses had these and are not required before 1979. The "BUILT" dates, "PTD" dates, "FRESH WATER ONLY", and "FUEL OIL" are also not required. The two-inch white compartment lettering and brake shoe data is not included. This set could be used for variation 3a by exchanging the road numbers with set C-240.

*Microscale 87-783: British Columbia Railway paint scheme 3 or 3a*

This decal set was marketed for diesel locomotives, and although the herald style is correct, the road numbers aren't. In addition, none of the two-inch white compartment lettering or brake shoe data, consolidated lube plates or safety marks are included. However this set does include the inch-wide white dividing stripes.

*Walthers Decals 284: British Columbia Railway paint scheme 3*

This decal set contains the 20" diameter Dogwood flower heralds and Microgramma Bold Extended road numbers in the correct sizes for the sides and ends. However, none of the two-inch white compartment lettering or brake shoe data, consolidated lube plates or safety marks are included. Nor are the two-inch wide white dividing stripes.

*Andy W Scale Models AWS1000: BC RAIL red, white, and blue paint scheme 4, 4a, 4b, 5*

This decal set contains most of the lettering required for the original red, white, and blue paint scheme with the white "BC RAIL" herald. Included are the two-inch white compartment lettering for "BATTERIES", "PROPANE NO SMOKING" and "EMERGENCY EQUIPMENT" as well as the four-inch round dot white safety marks. The "EMERGENCY EQUIPMENT" is printed in white rather than the required black, and no consolidated lube plates, or one-inch white painting data and "WATER FILLER" are included. The "EXPO 86" logo in black as well as white versions is included, as required for variation 4a and 4b paint schemes.

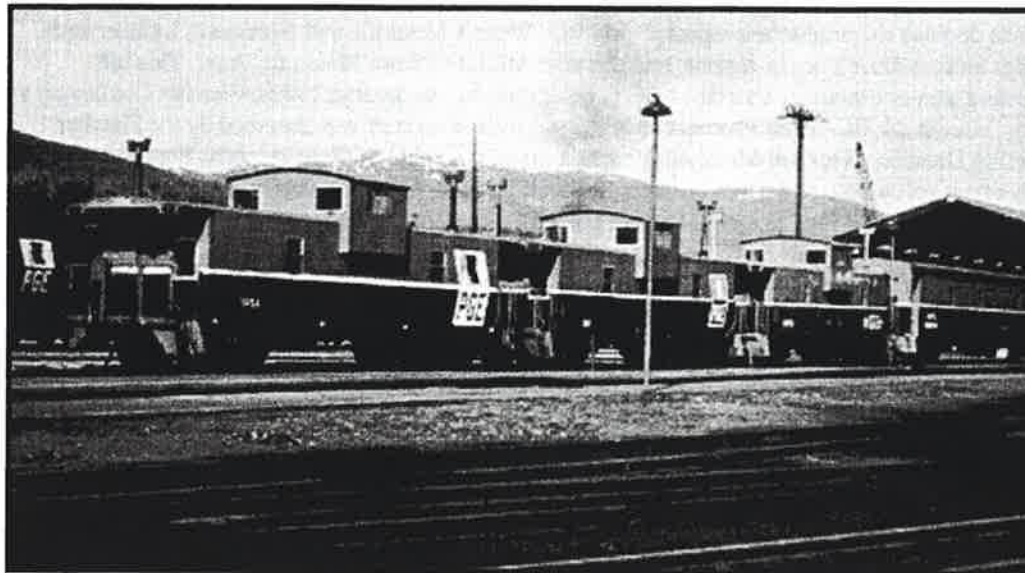
In addition to the above lettering, the more modern red and blue "BC RAIL" herald and a "Spirit of BC" flag emblem is also included for the version 5 paint scheme, however the flag emblem is undersize.

*Microscale 87-726: BC RAIL red, white and blue paint scheme 5*

This decal set was marketed for diesel locomotives, and although the herald size is correct for version 5 paint schemes, the blue Helvetica Medium numerals are only nine-inches high. A "Spirit of BC" flag emblem of the correct size is included along with four-inch round dot white safety marks. None of the other two-inch white/black lettering or consolidated lube plates are included.

## Thanks

This article would not have been possible without the technical advice of Andy Barber and the paint scheme details and drawings produced by Greg M. Kennelly using Corel Draw computer software.



Three different schemes in one shot!  
Cabooses 1854, 1861, and 1872.  
North Vancouver, B.C.  
May 1973  
Greg M. Kennelly photo.

## Mountain Pine Lumber Box Cars     John Bruce

Light blue box cars lettered for Mountain Pine Lumber were a prominent feature of BCRail freight trains of the 1970s, 80s, and early 90s. This article will outline the history of Mountain Pine Lumber's business, and the box cars it operated.

### Corporate History

The origins of Mountain Pine Lumber can be traced to 1950, when several sawmill operators--David Ainsworth (operating as Ainsworth Lumber Company Ltd.), Gabe Pinette, and Dollad and Roger Therrien (the latter three operating as Pinette & Therrien Mills Ltd.) -- in the Vancouver area decided to move northward to Cariboo country, where lumber supplies were believed to be more abundant. They soon discovered that, in the 100 Mile House and Williams Lake areas, established operators already had cutting rights to most of the larger timber. What remained was lodgepole pine, which was not then regarded as a commercial species.

Ainsworth and Pinette & Therrien realized that success depended on finding a way to commercialize lodgepole pine. Battle & Houghland, of Vancouver, provided this group with the initial capital required to develop new kilns and drying procedures that ultimately would transform lodgepole pine into a viable commercial commodity.

In 1970, Ainsworth and Pinette & Therrien formed Mountain Pine Lumber Ltd. Mountain Pine was to serve as the marketing agent for the lumber that came from their mills. In 1975, another lodgepole operator, Weier's Sawmills Ltd., became a joint shareholder in Mountain Pine Lumber.

Production was sourced from six mills, all of which sat on BC Rail lines.

<u>Company</u>	<u>Type of Mill</u>	<u>Location</u>
Ainsworth Lumber	Stud	100 Mile House (Exeter)
	Dimension	Lone Butte
	Stud	Chasm
	Posts	Chasm
Weier's Sawmills	Stud	Quesnel
Pinette & Therrien	Dimension	Williams Lake
	Stud	Williams Lake

In 1972, British Columbia Forest Products Ltd. became a partner in the consortium by purchasing 50% of Pinette & Therrien. BC Forest products doubled the production capacity. In 1982, Weier's Sawmills and Ainsworth Lumber each elected to form in-house sales and marketing organizations, and therefore withdrew from Mountain Pine. This left Mountain Pine as the marketing arm of Pinette & Therrien - BC Forest Products. In the mid 1980s, Fletcher Challenge, a large New Zealand company, bought out BC Forest Products. Mountain Pine's sales staff was absorbed by the Fletcher Challenge Sales and Marketing Division. This left Mountain Pine as a brand name only. More recently, Fletcher Challenge, wanting to concentrate on its pulp and paper business, spun off its solid wood production division as Timber West Forest Ltd., which has kept Mountain Pine as a brand name, but with a new identifying logo.

### Mountain Pine Lumber Box Car Leases

At the time of Mountain Pine's peak activity, PGE\BCR could not keep up with the demand for boxcars. In order to maintain on-time delivery to customers, Mountain Pine leased close to 200 box cars. However, not all were painted for Mountain Pine Lumber. Those that are known to have carried the Mountain Pine scheme are denoted with an asterisk in the tables below, and are discussed in greater detail in the next section.



Lists of cars leased by the Mountain Pine Lumber consortium members at the time of Ainsworth's and Weier's withdrawal in 1982 provide a snapshot of cars on Mountain Pine lease, both lettered for Mountain Pine and otherwise. The Mountain Pine leased fleet was broken up in 1982 as follows:

#### Ainsworth Lumber

Leasing Comany	Car Numbers	Number of Cars
Evans	MRCX 109-126*	18
	USEX 2010-37*	9
North Amercian	MPLX 1030-49*	17
	NADX 60602-23	15
Total		59

#### Weier's Sawmills

Evans	MRCX 127-145*	18
North American	NADX 60550-62	11
Total		29

#### Pinette & Therrien (Continuing as Mountain Pine)

Evans	MRCX 100-108*	9
	USLX 13000-04*	5
	USEX 2001-9*	7
North American	MPLX 1000-29*	27
	NADX 60564-600	29
Total		77

It is not known whether or how quickly the cars that went to Ainsworth or Weier had Mountain Pine logos painted out. In 1983, Pinette & Therrien returned the 27 MPLX cars to North American Car, and replaced them with 30 USLX cars from Evans. These were five additional USEX cars from the series 11006-028, and 25 additional cars from the series USLX 18000-048. They also leased 26 additional cars in the NADX 60550-60623 series. These were 60-foot RB cars with a 16-foot door opening covered by double-plug doors.

By the mid-1990s, use of leased box cars was declining sharply, since centerbeam cars supplied by BC Rail carried more lumber at the same tariff, with lower costs for handling the lumber.

#### The Blue Mountain Pine Lumber Box Cars

Based on available photos and spotting records, we know for sure that three types of box car (among those listed above) carried the distinctive Mountain Pine logo and wedgewood blue paint. Two of these are variants of a 52 foot 5 inch inside length, double-plug door design that was ordered in large numbers by US Equipment Company/US Leasing for lease service to many railroads and private owners. One variant had 4/4 Improved Dreadnaught ends with a small top rib and a Stanray X-panel roof. These cars were lettered in the MRCX 100-series.

The second variant had 4/4 Pullman Standard type ends with a medium top rib and a Pullman Standard roof. These were lettered in the USLX 13000-series.

The third type is a 50 foot 1 inch inside length car with a single 10-foot plug-door, 3/4 Improved Dreadnaught ends with a medium top rib, and a diagonal panel roof. These cars were lettered in the USEX 2000-series.

The Herald King "Mountain Pine" decal sheet includes lettering only for the MPLX 1000-series which was returned to North American Car in 1983. Based on this information, it seems likely that cars in this series were also painted in the blue scheme. *The Official Railway Equipment Register* (January 1974) lists cars in the MPLX 1000-1049 series as 50 foot 1 inch inside length RB cars with 10-foot plug-doors.

### Modeling Mountain Pine Lumber Cars

In HO scale, the preferred choice for modeling a blue Mountain Pine car is the newly released Atlas double plug-door boxcar. This model is available in three versions of particular interest to British Columbia Railway 1970s-circa modelers: British Columbia #800423, Evan Products #11643, and undecorated (for the MRCX 100-series). These cars are well done versions of the prototype.

Second choice would be Details West BC-500 series 50-foot double- plug door box car kit (also for MRCX 100-series cars). It was offered factory painted in the Mountain Pine scheme. While the car is long out of production, diligent searches of swap meets may produce one. Unfortunately, the model is only a stand-in. The prototype was 52 feet 5 inches long inside, while the body of the Details West car is a theoretical 50 feet inside length, roughly a 5% outage. Also, the prototype roof is a Stanray X-panel roof, while the model has a diagonal panel roof. There is no easy fix for the kit's discrepancies. You can run a painted model (or paint an undecorated one and letter with the Herald King decals) "as is" and learn to like it, or you can undertake a major kitbash.

For those who choose this second route, the easiest approach might be to use two E&C Shops 50-foot PS-1 models, splicing them to get a roof with 16 panels instead of the 15 found in the 50-foot car kit. Keep the ends. Remove the sides. Use the double doors from the Details West kit and styrene sides with weld seams scribed in. This results in a USLX 13000-series car.

However, for the USEX 2000-series 50-foot cars with a single 10-foot plug door, Details West offers a car in its BC-800 series that is fairly close. The biggest difference is that the model has seven riveted panels on each side of the door, while the prototype has six welded panels. The easiest approach would probably be to shave off the rivets on the model, leaving the seams for the incorrect number of panels. It appears that BC-800 series kits are still in some hobby shops.

With no photos of the MPLX 1000-series cars currently at hand, no recommendation can be made on how to model them. The Herald King decal diagram, however, suggests an Atheam 50-foot plug door box car, which is almost certainly a poor choice.

### Lettering

As mentioned above, one approach to lettering would be to search the swaps for the decorated Details West kit. Herald King at one time offered a set PR-34 specifically for the MPLX 1000-series cars. A search of hobby shops may locate one of these. BCRH&TS member Andy Barber had a small rerun made of these sets and offers them on a first-come, first-served basis at US\$3.00 or CDN\$5.00 per set. The set would provide logos and some lettering, but for the later cars additional decal-bashing would be needed to get the correct reporting marks, numbers, and data.

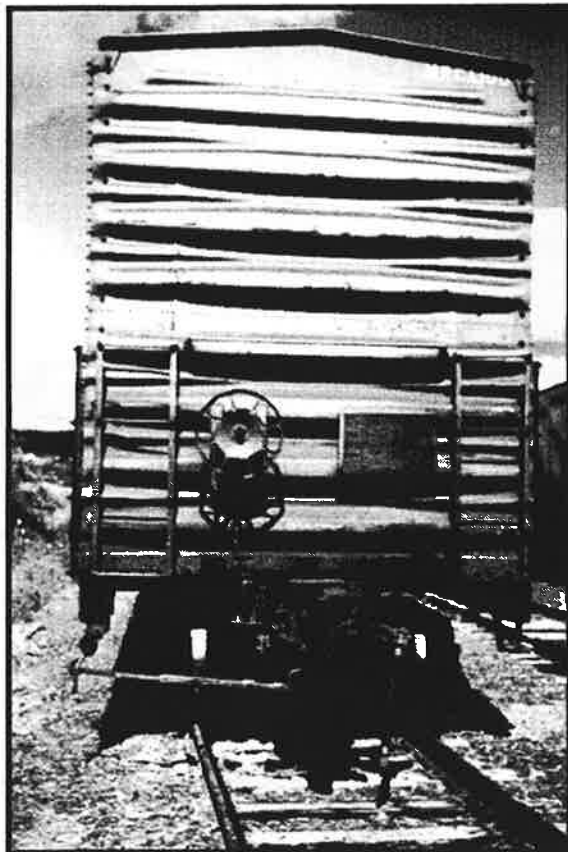
Herald King gave an approximate paint formula for the Wedgewood Blue in the PR-34 set. This was one part Floquil RR-51 Light Blue and two parts RR-56 GN "Big Sky" blue. The "Big Sky" Blue has since been discontinued. Conrail blue is probably the closest currently available shade.

### Acknowledgements

Andy Barber did most of the research for this article, and produced a first draft on which much of it is based. Doug Davies did additional research and edited another draft. Jim Moore provided photos. Terry Midtdal of Timber West also provided valuable information.



MRCX 100  
Williams Lake, B.C.  
June 1993  
Andy Barber photo



## RAILWAY MUSEUM



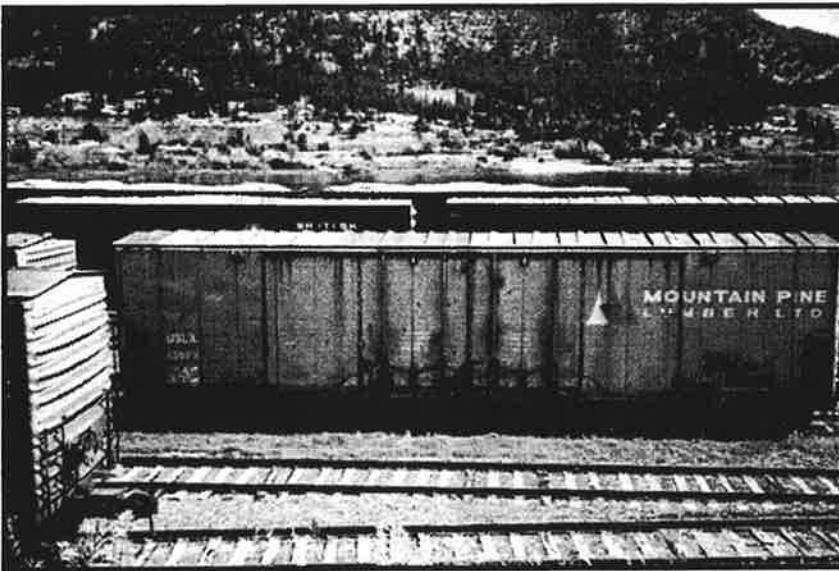
The museum site is open daily May till September from 10 am to 5 pm. Guides are available for group tours.

On the third Sunday of each month throughout the summer, you can see some of the equipment at work. Phone ahead for more information.

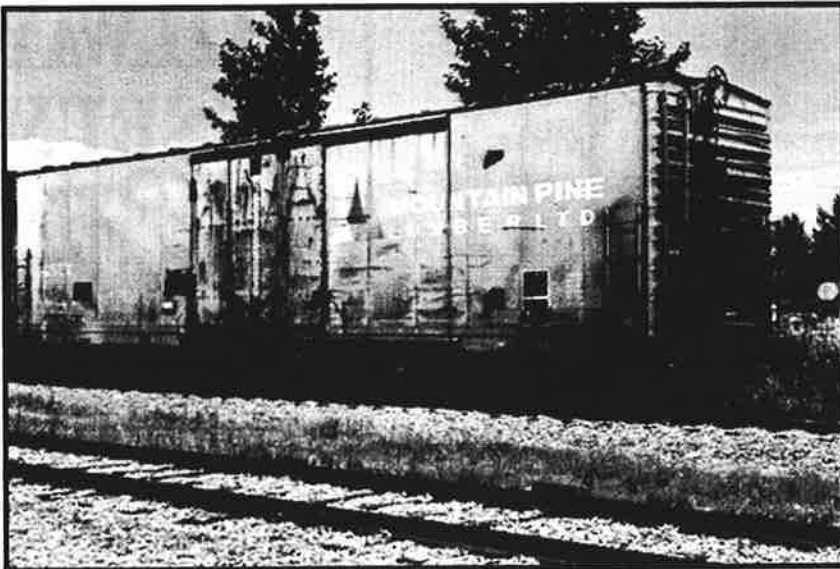
Besides the large collection of rolling stock, the museum is home to a 1929 Fire Hall, 1914 Penny Station, CNR Turntable, telephone and telegraph display and logging, farming and mining equipment.

*Central British Columbia  
Railway &  
Forest Industry Museum*

Box 2408 (NW),  
Prince George, B.C V2N 2S6  
**(604) 563-7351**



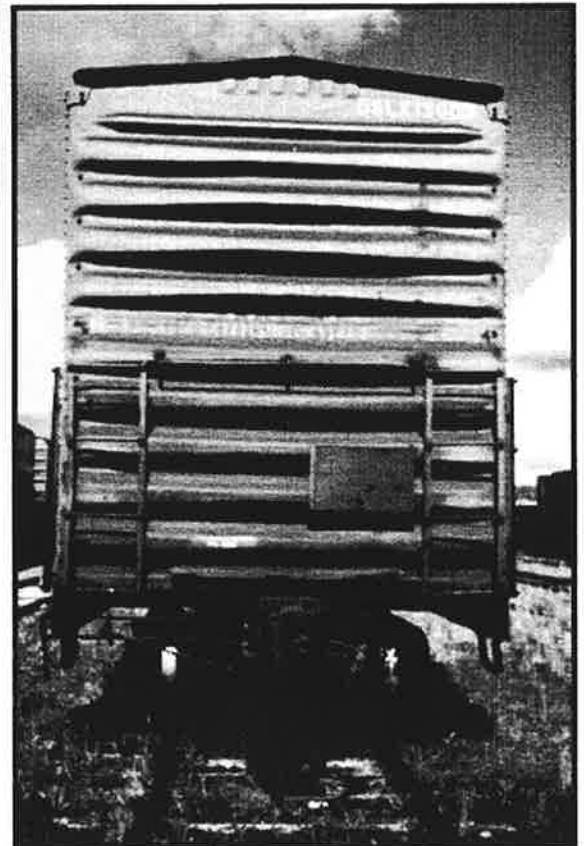
USLX 13003  
Williams Lake, B.C.  
June 1993  
Andy Barber photo



USEX 2035  
Huntington, B.C.  
August 1989  
BCRH&TS Collection

Info Requested...

- When were the first Mtn Pine cars painted in the Wedgewood blue colour?
- Does anyone have photos we can publish of the MPLX series and the NADX 60500 series?
- Did cars under non-Mtn Pine lease (after 1982) have the Mtn Pine logos painted out?





## Kaslo Shops' PGE/BCR Wide-Vision Steel Caboose by Timothy J. Horton

In January 1968, the Pacific Great Eastern Railway constructed the first of 34 wide-vision steel cabooses for through freight service. These cabooses were of a unique modern design, and were fully equipped for run-through service with electric marker lights, radio and complete crew facilities. In June 1995, BC Rail began operating cabooseless trains, although at the time of writing these cabooses remain in service on some wayfreight operations. For BC Rail modellers in N scale, an accurate model of the PGE/BCR wide-vision caboose is now available.

The Kaslo Shops model is a polyurethane kit consisting of parts for the underframe, carbody, cupola, and most detail parts. A comprehensive set of instructions is provided with the parts. To complete the kit, one is required to purchase trucks and couplers, two Miniatures By Eric #NS3 smokejacks, a brakewheel, and some brass wire.

The parts for this kit were cast in an RTV mold using a two-part casting resin. The patterns for the molds were scratchbuilt from the original PGE blueprints. The cast parts are highly accurate and contain superb detail, including correct door and louver detail, treads on the end steps, weld seams on the roof, and window gaskets. There is a fair amount of very thin flash on most parts which is easily removed with a hobby knife. The quality control seems good, as the parts are relatively free of defects. The manufacturer includes extra pieces for some parts, and the modeller may choose from one of two different window options.

The instructions are thorough and well-written. They include a list of parts included with the kit, and a list of items you will need to complete the kit. Also included are templates for building the end handrails and side grabirons from brass wire, and a template for building the correct brake rigging.

The instructions recommend the use of Pliobond in constructing this kit, which gives more working time while cementing the parts together. The joints can then be reinforced with CA adhesive. Prior to assembly, the parts must be prepared by removing the thin film of flash which is often present. This is easily done with a sharp hobby knife. In assembling a kit for this review, some of the parts needed dressing with a file so that they fit properly; however the work required was minimal.

Assembly is simple and straightforward due to the presence of locating ridges on most parts. In addition, many of the parts press fit into place, making the cementing process much easier. Approximately two hours was required for the basic assembly of the carbody and cupola. The addition of detail parts is aided by the presence of locating holes for items such as grabirons and smoke jacks.

This kit is designed to accept Micro-Trains couplers only, and the end platforms incorporate a locating box which simplifies their installation. The underframe comes ready to accept the trucks of your choice. The manufacturer offers a separate kit #T- I which provides the correct Barber Bettendorf trucks for this caboose.

I have not had any experience painting a resin kit, but the manufacturer informs me that Accuflex paints will adhere well to the resin. Extensive information for painting and lettering the caboose is presented in this issue of *The Cariboo*.

In conclusion, this is an outstanding kit which is both well-engineered and well-produced. I was particularly impressed with the level of detail and how well the parts fit together. This kit offers a highly accurate model of an essential piece of rolling stock for any BC Rail modeller in N scale. The cost of the kit is \$35.00 Cdn. unassembled or \$50.00 Cdn. assembled (basic assembly only - no smokejacks, trucks or couplers) plus \$4.00, shipping and handling. A fully completed kit including painting and lettering is also available, for which the price is available upon request. The kit may be ordered direct from Kaslo Shops, #6--6089 Truesdale Road, Duncan, B.C. V9L 2J1.

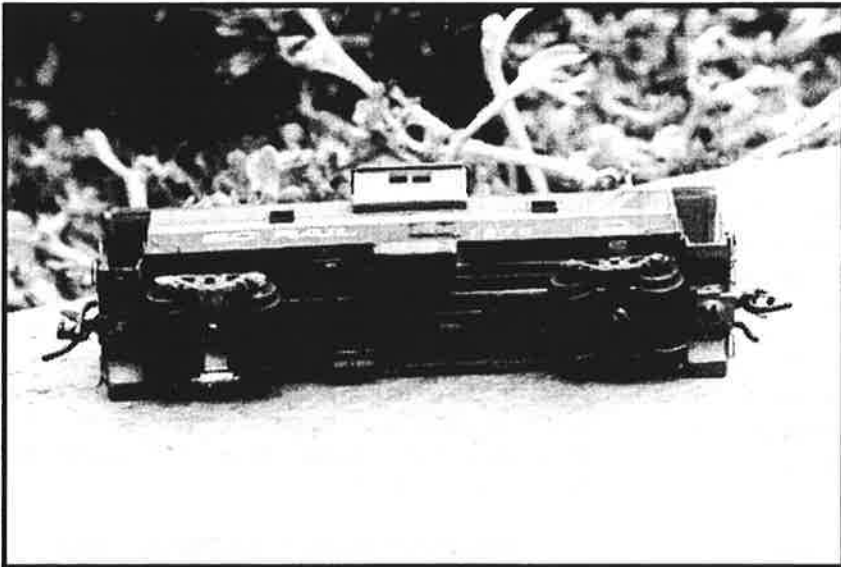
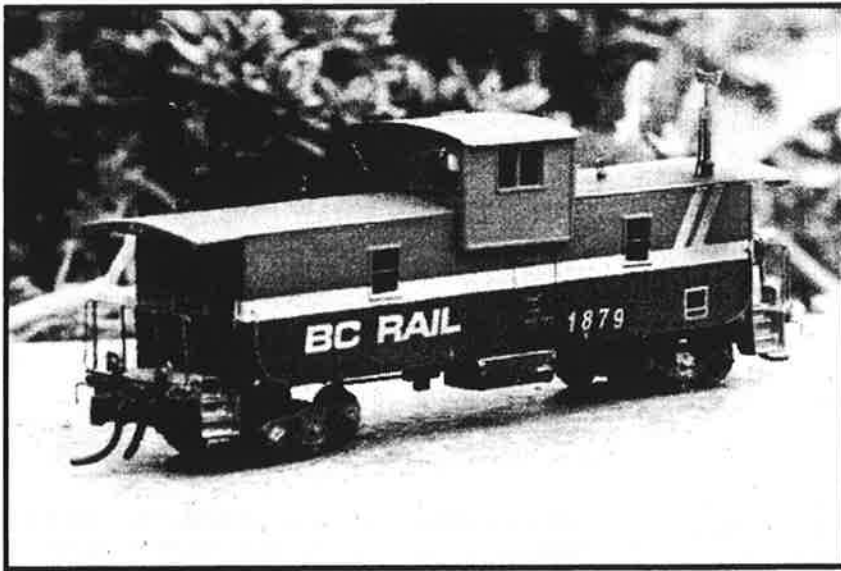
### SEE PHOTOS ON FOLLOWING PAGE

#### Decals Available!

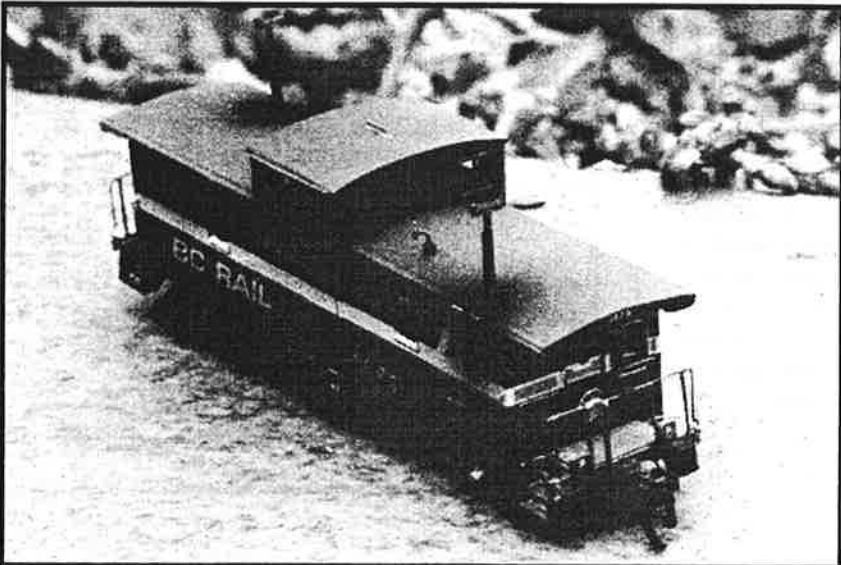
Andy Barber has two HO scale decal sets available exclusively to BCRH&TS members. Set One is for Mountain Pine's 50-foot boxcars, and features four-colour artwork. This set, which contains material for one car, is priced at \$5 CDN or \$3 USD.

Set Two is for the NOKL boxcars. Lettering is white, and each set will do two cars. Price is \$3 Cdn or \$2 Usd. Both sets were produced by Herald King, so the quality is good..

Contact Andy Barber at 3718 Marine Vista, Cobble Hill, B.C. V0R 1L1.



Model photos  
courtesy Mike Kocot.



### E&C Shops' 50-Foot PS-1 Box BCIT 800650 Series by John Bruce

E&C Shops has recently brought out a model of a 1960s Pullman Standard 50-foot PS-1. They have produced a decorated version for BCR. A check of the *BC Rail Freight Car Roster and Pictorial* shows a series of cars numbered BCIT 800650-800737. These appear to have originally been 50-foot PS-1s. They were rebuilt by USEX in October 1979, owned by ITEL, and leased to BCR after the rebuilding. It is not known if these are still on BCR lease. I could find no reference to any other 50-foot PS-1s in use by BC Rail any earlier time. The E&C model is available in several numbers in the 800650 series.

A photo of a car in this series in the *Pictorial* shows that the USEX rebuilding changed the appearance of the original PS-1 cars. They received a 12-foot panel door and new side sills as well as additional reinforcement to compensate for the door width. The model has accurate features for a 1960s PS-1 as originally built. It has seven-foot Youngstown-style doors, and tapered Pullman side sills. These don't match the rebuilt features of the cars as they appeared with BCR lettering.

The model is painted BCR dark green and decorated in the BCR dogwood scheme. The white in the lettering is not as opaque as it is on some other E&C products. The style and positioning of the letters matches the prototype photo in the *Pictorial*. However, there is additional lettering on the prototype's sides, to the left of the door, covering instructions for the door seals, that is not included on the model. Also, there is no consolidated lube stencil on the model. The roof, which is separate from the body, is prepainted in a silver-gray colour that simulates natural galvanized metal.

It would be an easy project to remove the side sills and the cast on doors from the kit body and substitute doors and side sills scratchbuilt from styrene. It might be possible to locate decal lettering similar to that near the prototype doors by examining box car sets that Herald King and Microscale made for other late-1970s box cars. While careful modifications to the doors and side sills might allow the lettering to be saved on a decorated car, matching the paint for the new doors and side sills and matching the opacity of any new lettering would probably present problems. So it would be better to use an undecorated car and available BCR decals or dry transfers for this project.

The car as assembled from the kit weighs 3.5 ounces. The NMRA recommended weight for a 50 foot car is 4.5

ounces. The car as assembled sits too high on the trucks. About .020 inch needs to be shaved from the body bolster. The car's brake detail is crude. The kit's coupler boxes do not hold Kadde couplers well. Kadde #5 boxes should be substituted. The kit's wheels are not good quality. Jay Bee metal 33" wheels can be substituted.

As it comes from the kit, the E&C car is a stand-in, but it is one of the few commercially available cars that can be modified with only a little work so as to represent a close copy of an actual piece of BCR equipment.

### PGE Had a Name Train

Original passenger cars of the PGE were painted a dull brick red, similar to the color used by CPR in steam-era and by the Pennsylvania Railroad.

PGE's name train, operating prior to the introduction of Budd cars (prior to 1956), was the "North Country Limited". It was a tri-weekly headed by a Mikado, and ran in two complete units. Typical consist was as follows:

Two or three express cars at head, as train carried all the mail including parcel post for the vast Cariboo forest and mining region in the interior of British Columbia. These were the cars obtained from the Oregon Electric before it suspended passenger service in 1934.

Following the express cars were usually a pair of passenger coaches, also from the Oregon Electric. Sometimes 4 or 5 coaches were run if traffic warranted, such as the annual Williams Lake Stampede at Mile 276.

Following passenger coaches was a combination diner and parlor. Next came sleepers. Three were named "Barkerville", "Pavilion", and "Clinton" (after BC towns), and were purchased from the Interstate Public Service Railway (Indiana) between 1935 and 1937. They were slightly narrower than the standard Pullmans of that time. Two other sleepers, of Oregon Electric vintage, were named "Lillooet" and "Quesnel".

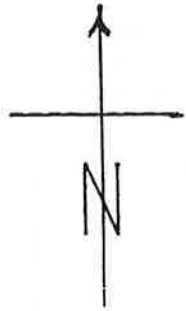
Prior to 1946, Consolidations were the main motive power.

Model railroad equipment representing freight service would include a good number of stock cars to transport beef (Williams Lake to the Coast). Lumber is another main PGE revenue source, and suggests open cars for heavy, rough timbers--boxcar for dressed. If you like boxcars with U.S. railroad names, you can legitimately use them in quantity on a PGE layout, for on the prototype line many roll in from the States to pick up lumber. Tankers to service the oil refining industry at Dawson Creek, and oil wells in the Fort St. John area, would also be appropriate, plus ore cars to handle the output of the copper mine at Britannia Beach.

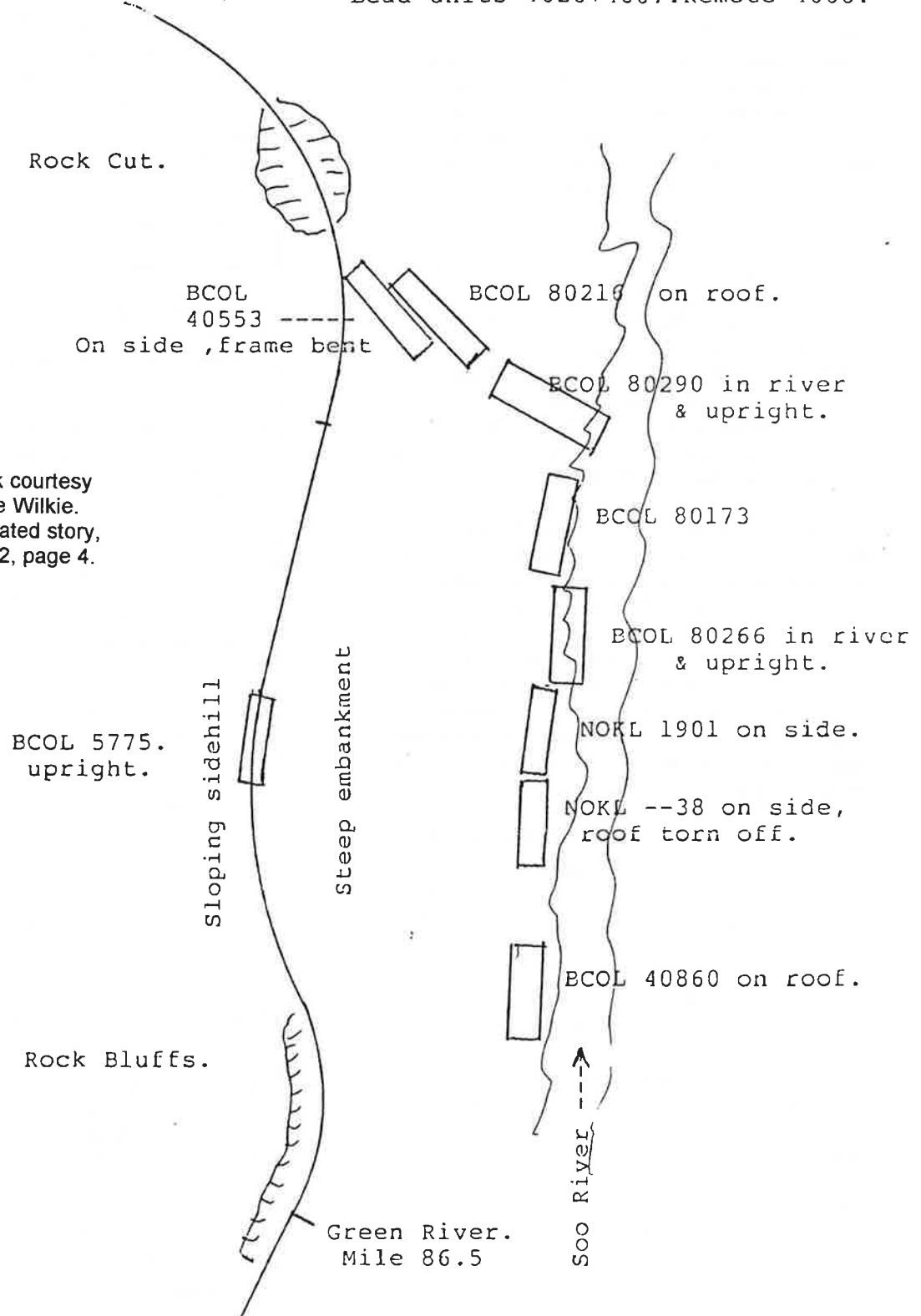
*Reprinted from "The Dispatcher" (May/June 1960). Published by the Seventh Division/Pacific Northwest Region/NMRA. Courtesy of Grant Ferguson.*

Derailment of cars from southbound freight  
Mile 86.8 Squamish subdivision.  
due to broken rail.

0200h. March 6, 1995. Lead units 4626+4607. Remote 4608.



Artwork courtesy  
of Dave Wilkie.  
See related story,  
Issue 22, page 4.





**GONDOLA NUMBERING** Andy Barber

In late September, 1994 the Materials Handling Department of BC Rail requested that a fleet of approximately 30 gondolas be assigned to it. As the requested cars were intended for revenue service, they were expected to be 1) in good condition, and 2) kept under the permanent control of Materials Handling.

Accordingly, BC Rail selected suitable gondolas from the 9100-series (70-ton capacity), and from the 9200-series (100-ton capacity). As of July 1, 1995, the following gondolas are assigned to this new service:

<u>Original Car No.</u>	<u>New Car No.</u>	<u>Date of Entry in New Number &amp; Service</u>
9136	307002	Oct. 6, 1994
9138	307006	Nov. 2, 1994
9143	307000	Sep. 28, 1994
9144	307008	Jan. 10, 1995
9153	307003	Oct. 6, 1994
9163	307007	Nov. 30, 1994
9165	307004	Oct. 7, 1994
9170	307005	Nov. 8, 1994
9173	307001	Oct. 6, 1994
9252	310011	Feb. 28, 1995
9253	310009	Nov. 30, 1994
9256	310008	Nov. 28, 1994
9260	310005	Nov. 24, 1994
9265	310010	Nov. 30, 1994
9266	310001	Oct. 21, 1994
9268	310004	Oct. 21, 1994
9270	310007	Nov. 25, 1994
9273	310002	Oct. 21, 1994
9285	310003	Oct. 21, 1994
9287	310000	Oct. 3, 1994
9288	310006	Nov. 24, 1994

The 70-ton cars carry the 307 prefix numbers, while the 100-ton cars carry the 310 prefix. These cars carry scrap metal almost exclusively. These loads are almost always sold F.O.B. Squamish, this being the location of the nearest weigh scale.

A few more cars need to be re-assigned and renumbered to fulfill the original request for 30 cars.

*Thanks to Lloyd Daniels and William MacLatchy for their help on this article.*

## INTERCHANGE

**WANTED:** Pair of Atlas HO scale Alco C-424s in BCR colours. Kadee-fitted. Reply with pricing. Payment in USD or CDN funds. Delivery to US address. Also interested in other BCR/PGE HO and O scale locos and rolling stock. Please respond via airmail to: Lawson Little, 15 Highfields Drive, Old Bilsthorpe, Newark, Notts., England NG22 8SN

**WANTED:** Photos, roster details, and modeling information concerning any model open-top hopper operated by PGE or BCR. Both revenue and non-revenue applications. Goal is to produce article for *The Cariboo*. All photos will be returned in original condition. Will reimburse postage. Jim Moore, 25852 McBean Parkway, Suite 187, Valencia, CA 91355.

**INFO REQUESTED:** Have photograph of red Mack truck spotted in North Van yard in November 1993. Truck was parked near the lumber reload area. It has Hy-Rail wheels, but is not registered to BCR. What type of outfit would require such a truck? Laszlo Dora, 47 Taylor Drive, Toronto, ON M4C 3B4.

**ROYAL HUDSON:** BCRH&TS member Lawson Little has prepared an article spotlighting the Royal Hudson train. Goal is to publish this feature in our next issue. However, we still are in need of good photos to accompany Lawson's text. Can you help? We need photos of both locomotives, any passenger equipment, and supporting cars. Please send info concerning the photos which you are willing to lend us for this project. All material will be returned promptly in original condition. Write to Jim Moore, address above.

**PHOTOS WANTED:** *Cariboo* contributors have prepared an article detailing PGE/BCR gondolas. Goal is to publish this feature in the next issue of our newsletter. However, photos illustrating the different series/types of gondolas are still needed. Can you help? Please send info regarding the gondola photos which you may be able to provide. Specify roster number, type of shot (eg. end detail, broadside, etc.), colour scheme, etc. All material will be returned promptly in original condition. Write to Jim Moore, address above.

**CRANES/DERRICKS:** BCRH&TS member Lawson Little is preparing a feature spotlighting the various model cranes operated by both the PGE and BCR. We plan to publish Lawson's article early next year, but we still need accompanying photos. Dust off your albums, slides, and negatives. Tell us what you have in this area. Write to Jim Moore, address above.

## NEW PRODUCTS

BCRH&TS member Jeff Briggs is the driving force behind the newly opened Kaslo Shops. In this issue you will find a review of Jeff's first commercial endeavor, an N scale kit of PGE/BCR's wide-vision, steel caboose.

Jeff has written asking for ideas from our members for future HO scale or N scale products. Here's a great opportunity to finally see one of the items PGE/BCR modelers have waited for. Contact Kaslo Shops at #6--6089 Truesdale Road, Duncan, BC V9L 2J1. □

Overland Models has announced plans to release an HO scale version of BC Rail's newly introduced Dash 9-44. The model, which is scheduled for a Spring 1996 release, will be offered in two versions: as delivered, and as modified by BCR's Squamish Shops. □

For those of us of more modest means, Athearn has released HO scale versions of the C44-9W. Included among the road names available is BC Rail (#4641 and #4642). The msrp for the powered unit is \$56.50 USD, while the dummy lists for \$28.50. We haven't seen these models up close (being deep within SP territory!), so we can't comment on their prototypical accuracy. Hint: This release would make a timely product review. □

Sylvan Scale Models (Parkhill ON) has a polyurethane resin kit of a CN Pointe St. Charles caboose. The kit, less trucks and couplers, is \$29.95 plus \$3.50 shipping. This is the style van used in interchange service on the Tumbler Ride Sub. See Issue 19/January 1995. □

The HO scale MLW widecabs formerly made by Canadian Prototype Replicas is now made by Detail Associates. It is DA part no. 3604. □

Manufacturers and distributors of items of potential interest to readers of *The Cariboo* are encouraged to provide samples for evaluation. Unless otherwise agreed upon in advance, product samples will not be returned. Readers are also encouraged to submit independent product evaluations for publication.

The British Columbia Railway Historical & Technical Society has prototype paint samples available. These colour chips were prepared by Andy Barber using actual BC Rail paint. Included are both greens, silver, red, white, blue, and yellow. Paint formulae info is also included. Send \$4 USD or \$5 CDN (cash only) to: Cariboo, 25852 McBean Parkway #187, Valencia, California USA 91355.

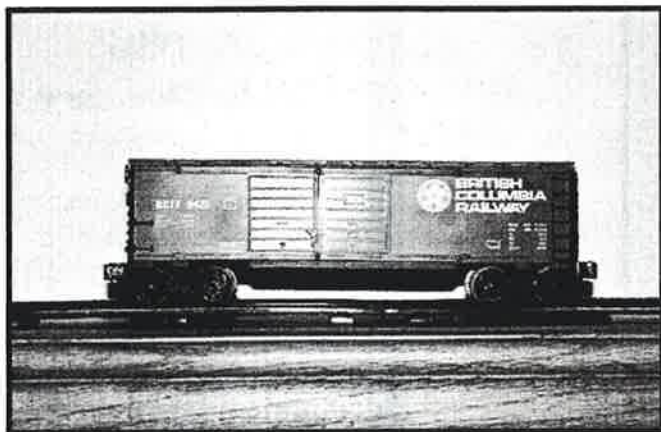
## Modelling the British Columbia Railway in 0 Gauge

Scott Kashuba

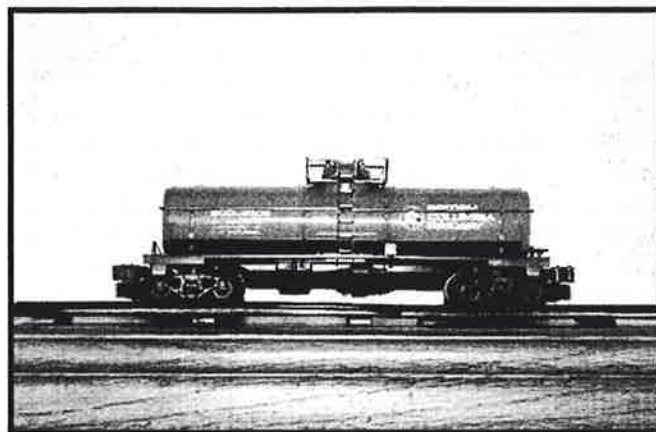
Unlike HO and N scale modellers, 0 gauge/scale operators wanting to model and operate modern British Columbia Rwy/BC Rail diesel-era equipment must make due with a meager amount of "factory" and after market products. Still, a small inventory of rolling stock is not too difficult to build up. Lionel has released three pieces of rolling stock over the years: a double-door box car (#9425) in 1981, a single-dome tank car (#6305) in 1981, and a gondola car (#16929) in 1995, all in the dogwood scheme. Weaver/Quality Models also produced a three road number series PS-1 scale boxcar with the dogwood logo in 1994. C-D-S Lettering offers a large number of 0 gauge/scale PGE and BCR dry transfers for repainting box cars, centerbeam cars, flat cars, hoppers, etc.; although none are made for locomotives. Other Canadian rolling stock that can be found on BC Rail tracks can be purchased or modeled with the large variety of decals and dry transfers available from the major suppliers. Budd/RDC cars by Lionel, K-Line etc., can also be repainted and relettered to simulate BCR stock.

Motive power is the biggest challenge for the modeller to create. The only diesel decal set currently available is the dogwood, lightening stripe version from Microscale. The latest BC Rail red/white/blue scheme is sold by Microscale for HO and N, so there is a possibility that an 0 version will follow. With a little imagination and creativity, C-D-S rolling stock P.G.E. transfers can be substituted to produce the early diesel schemes. SD-40s and RS-3s for repainting are available from Lionel and Weaver at around \$300 to \$650 Canadian, many with on-board computers producing realistic digital sounds and operating couplers (an advantage to the large size). Older models such as C-425s and RS-18s were never manufactured as 0 gauge trains, and therefore must be simulated with Lionel U-series and GP/SD-series low hood locomotives, MTH, or Weaver C-Series units. The newer Dash-8s from Lionel have the American body design which prevents exact prototypical reproductions.

Despite all of the above considerations, and the obvious large amount of space required for a layout, modelling the BCR in 0 gauge can be very satisfying. The trains always generate a lot of interest running on the club layout or on display, as people seem to enjoy seeing a Western Canadian road name rather than another one of the many American railroads that dominate the 0 gauge model train market. As an Albertan, I can continue my custom modelling hobby by amalgamating the former Northern Alberta Railroad into the BCR Dawson Creek sub-division. The next challenge will be to start modelling outdoors in G gauge, where real landscaping can be used to create lifelike railroading!



Photos by the author.





Laszlo Dora photo  
See Interchange, page 30.

## NEXT ISSUE

- Gondolas
- Royal Hudson
- Intermodal vehicles

Closing date February 1, 1996.

Subscriptions to *The Cariboo* are available for \$20 USD or \$25 CDN for a cycle of four issues. Overseas rates available upon request. In Canada, send check or money order (payable to "Andy Barber") to Andy Barber, 3718 Marine Vista, Cobble Hill, B.C. V0R 1L1. All others send check or money order (payable to "Jim Moore") to Jim Moore, 25852 McBean Parkway #187, Valencia, California 91355. Sample issues are available for \$5 USD or \$6 CDN.

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