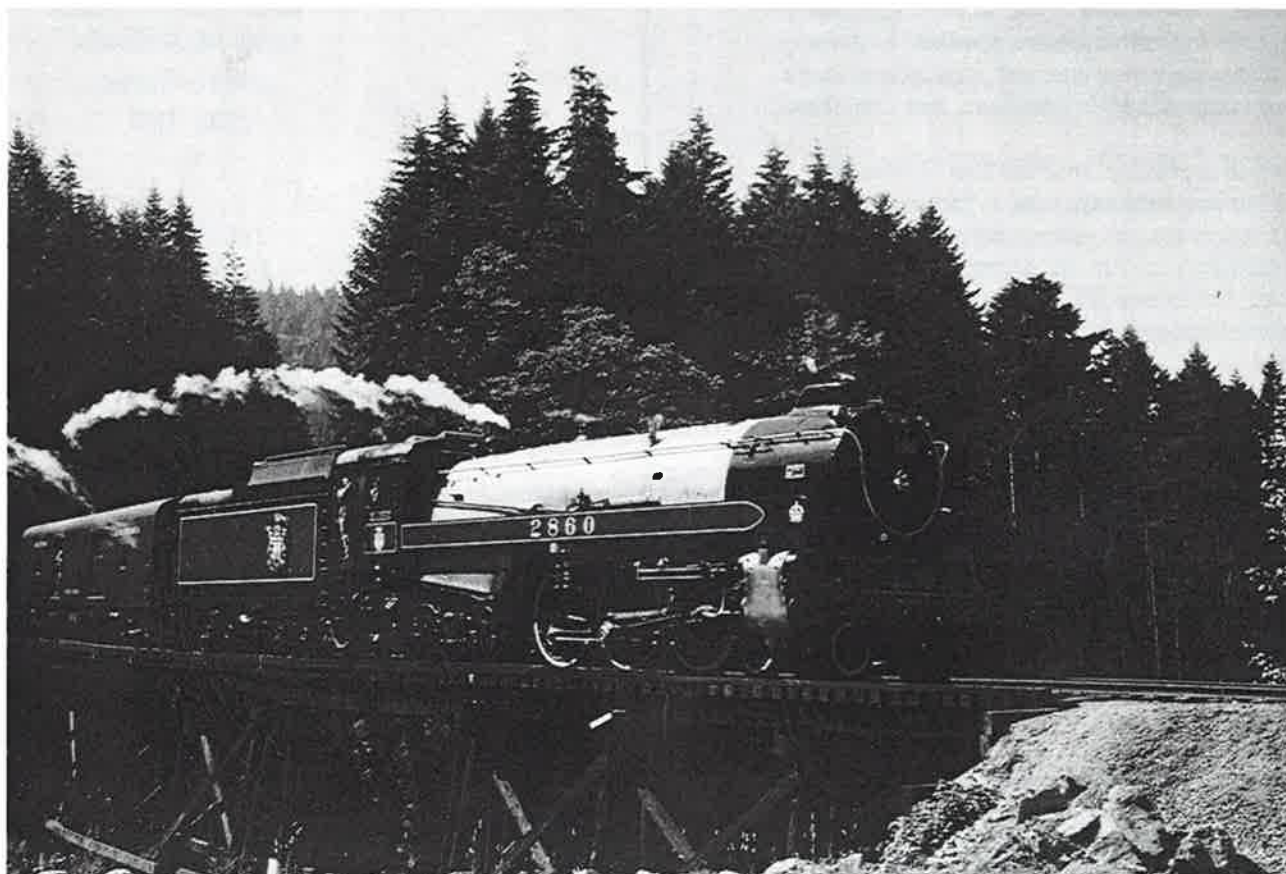




# The CARIBOO



The British Columbia Railway Historical & Technical Society



Issue 24

April 1996

BC Rail's Gondolas

The Royal Hudson

Intermodal Vehicles

## IN THE NEWS

Edited By Jim Moore

**CONVENTION UPDATE:** Several registration have already been received. If you plan to join us in August, you are encouraged to register as soon as possible. Lodging is limited at the convention site, and participation in the scheduled events will be handled on a first come-basis.

According to convention co-chair Tim Horton, the itinerary has now been expanded to include a tour of Interfor's railcar log unloading facility at Squamish. Also in the works is a tour of nearby Squamish Terminals. Volunteers are still being sought to both host clinics/workshops and assist with the many activities planned.

For more information, please write to: BCRH&TS Convention, Attn. Brian Clogg--Registrar, 15440 -- 99A Avenue, Surrey, B.C. V3R 9H4. □

We're pleased to announce the appointment of both Ron Tuff and Lawson Little to the editorial staff of *The Cariboo*. Both gentlemen have contributed many hours to our newsletter, preparing features of their own as well as assisting others with article preparation. Kudos on a job well done! □

1995 will be remembered as a good year for BC Rail, with a \$40.5 million profit on sales of \$388.6 million. BC Rail benefited from healthy increases in forest product and sulphur shipments, as well as steady growth in most commodities it carries. (WCRA News) □

**EQUIPMENT NEWS:** BC Rail has awarded a contract for 250 new boxcars to Trenton Works for delivery in mid-1996. The cars will carry oriented strand board and medium density fibreboard.

### On Our Cover...

It's a beautiful summer day in 1976 as the Royal Hudson steams across the Daffodil Drive trestle. Lawson Little traces the history and operation of this popular BC attraction beginning on page eighteen.

Grant Ferguson photo.

## 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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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.

BC Rail's Squamish shops have produced 80 of a planned 150 upgraded 80-ton boxcars for use in Thermal Mechanical pulp service. The Kraft pulp shippers will see 150 cars upgraded to 100-ton capacity to improve loading in 1996-97. When the program is completed, there will be 1000 upgraded or new boxcars in pulp service. Of these, 450 will be 100-ton capacity to improve loading for Kraft shippers who can load to 100-ton capacity.

Boxcar lumber shippers and veneer and plywood shippers will soon see 850 52-foot boxcars leased from Procor with a new coat of paint to go with their refurbished doors. Interail, the lessor of the NOKL cars, has scheduled an upgrade of 180 of their cars in 1996-97.

National Steel Car will build 100 new 7200 cubic foot chip cars in the third quarter of 1996. In addition, GE delivered 40 leased 60 cubic foot cars in October.

Squamish shops have installed log bunks on 165 of a planned 240 60-foot bulkhead flatcars. TTX has delivered 100 60-foot cars with a further 150 available in mid-1996. This will double the log car fleet by mid-1996.

BCR is replacing the 66-foot bulkhead flats transferred to log service, with 220 73-foot centerbeams. American Railcar Leasing Partners will supply 100 new cars, USL Capital will supply 100 CBRY marked cars, with TTX supplying the remaining 20 cars. The first 70 cars have been delivered and the remainder will be delivered in late 1995 and early 1996.

USL Capital has leased to BC Rail 50 new 5150 cubic foot grain cars, which were delivered in November. (BC Rail *Carrier*) □

**CABOOSE CORRECTION:** Greg Kennelly called to advise of an error which crept into our feature on wide-vision cabooses (Issue 23).

For scheme one, revise the text on page seven, paragraph two to read as follows: 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 **BLACK**. (Jim Moore) □

BC Rail is considering going into the coal mining business. It is co-funding a feasibility study of a potential mine at Willow Creek, 50 km west of Chetwynd on the line to Dawson Creek.

BCR has reached an agreement with Japanese coal mining Mitsui Matsushima and Vancouver-based Globaltex Industries to co-fund the study. Globaltex owned the Willow Creek coal deposits. If the project proceeds, BCR would acquire one-third interest in the joint venture.

An initial production rate of 600,000 tonnes annually could begin in 1997, requiring at least one dedicated unit train weekly. The feasibility study will examine the possibility of production levels reaching 1.2 million tonnes a year.

BCR said the Willow Creek properties contain thermal and semi-hard coking coal, neither of which competes directly with northeast B.C. coal. (Vancouver *Sun* via Roger Behn and Glen Etchells) □

BC Rail has relocated and built new Deltaport trackage at Roberts Bank, commissioned and paid for by the Vancouver Port Corporation. The project resulted from the development of a new container facility at Roberts Bank by VPC, as well as the need to continue supporting inbound coal traffic.

BC Rail owns and manages the causeway and trackage linking Roberts Bank to other railroads. Currently CN North America, Burlington Northern, and CP Rail System use the trackage.

Working with Westshore Terminals at Roberts Bank and VPC, BC Rail developed a track layout to ensure all port users have equal access to Roberts Bank. The number of tracks is extensive, as the entire face of the yard has been altered. These changes include the potential for trackage to a proposed Agribulk terminal, as well as providing revised service to the existing Westshore Terminals and new Deltaport Intermodal facility. (BC Rail *Carrier*) □

BC Rail added two extra runs to its popular *Cariboo Prospector Service*. Extra trips between North Vancouver and Prince George were made on both December 22 and 23. Southbound service was operated on December 23 and 24.

Following Christmas, a third round trip was made on December 26-27. (Glen Etchells) □

GATX Corp. has offered to purchase shares of CGTX Inc. held by Hawker Siddeley Canada. Hawker Siddeley owns 55% of CGTX, a railcar leasing company. (Wall *Street Journal*) □

North Vancouver and Prince George intermodal staff have settled into new and renovated offices. The North Van staff has relocated from the Norgate building into the former yard office in an effort to integrate marketing and operations staff. Intermodal's offices have also been upgraded in Prince George. (BC Rail *Carrier*) □

The North Vancouver yard was prominently featured in a two-part episode of the popular Fox Television series "The X-Files". BC-23 (ex Via Rail 6211, exx CP 9112), a RDC-2, was blown up at Porteau on November 15 during filming. Now totaled, the unit sits in the Squamish yard awaiting scrapping. The car was sold to the television production company for \$15,000 Cdn. (Patrick O. Hind) □

BC Rail customer Star Shipping (Canada) Ltd. recently celebrated the maiden voyage of its latest ship, the *Star Hosanger*. The fifth of eight such specialized forest products carriers, the vessel began its maiden voyage in Prince Rupert with an ultimate destination of Italy.

Star Shipping also owns and operates Squamish Terminals, an important BCR on-line customer. All of Stars' inbound woodpulp is handled exclusively by BC Rail, with the exception of small barge shipments from coastal mills. (BC Rail *Carrier*) □

It's a trip of trips as Great Canadian Railtours launched its new luxury charter service on a year round basis to supplement its summer-only *Rocky Mountaineer*. The inaugural trip teamed with BC Rail in the operation of a special luxury trip to Whistler for a New York-based tour group. BC Rail provided a pair of diesels and two of its business cars, while Great Canadian supplied its new luxury dome car and did the organizing. (WCRA *News*) □

Following publication of our feature on wide-vision cabooses in Issue 23, Greg Kennelly called to inquire if anyone else noticed something different about the photo of caboose #1853 (page 14). The braces on its smokestacks point outward versus the "normal" inward positioning. Any other cabooses like that? □

BC Rail tried something different with the Royal Hudson this past October, leveraging off the success of its 1994 Jingle Bell express. The Ghost Train operated on both October 28 and 29, offering a Halloween party that was 80 miles long! Passengers were encouraged to come in costume, and the train offered games, musicians, and even a spook car.

The face of the Royal Hudson received an orange smile and a set of eyes. The consist was #2860 and tender, power car *Cheakamus River*, coaches *Dragon*, *Kelly Lake*, cafe car *Lions Bay*, coaches *Birken*, *Sunset Beach*, *Seton*, *Exeter*, and baggage car come spook car ex VIA #9618.

It is believed that this was the first revenue trip on BCR for #9618. (WCRA *News*) □

Due to last seasons' phenomenal success, the *Jingle Bell Express* was again featured on December 16 and 17. The trips operated North Van to Squamish, return. Proceeds were divided among three local area charities. (Glen Etchells) □

After months of preparation, BCR's Intermodal Services is set to provide transportation services to the Overwaitea Food Group. Awarded last year, the contract officially began early last fall.

New equipment includes 15 tractors, sixty 53-foot trailers, and a specially designed truck/trailer wash facility.

Overwaitea's traffic will be handled through a mix of Intermodal's piggyback and highway service. The value of the combined operations represents approximately \$5 million in new revenue to BCR. (BC Rail *Carrier*) □

BC Rail and Balfour Guthrie Forest Products have officially opened the Lower Mainland's first distribution yard catering exclusively to Balfour Guthrie for its overseas deliveries.

Intermodal is unloading 3-4 cars daily in addition to 2-3 trucks from Grand Prairie, AB. From the distribution center, the lumber is trucked to Seaboard, Lynn Term, Fraser Surrey or other deep sea docks, where it is loaded directly into ships' holds.

Balfour is owned by Canadian Forest Products (Canfor). The export reload center is located on railway property adjacent to the North Van Yard. (BC Rail *Carrier*) □

Late November saw two minor washouts along the mainline: one at Mile 103.0 south of Spetch, the other at Mile 132.1 just north of Marne. Both were minor, and were soon cleaned up with just a minimal delay in traffic.

Two CN detours came through Squamish on December 1 and 2, both occurring at night. It was BCR power, with CN trailing. (Patrick O. Hind) □

**MOUNTAIN PINE INFO:** Just as Issue 23 was going in the mail, I received a letter from Mike Jackson. Mike, an inveterate modeler, sums up the three car types as follows: MRCX (double plug door, Stanray roof), USLX (double plug door, Pullman-Standard roof), USEX (single 10-foot plug door, Murphy diagonal roof).

Wish I had Mike's observations back in June 1993, when Andy Barber and I were wading through the former cattle pens above the Williams Lake yard as we tried to discern the difference between the various MP car series.

And were still looking to publish photos of those Mountain Pine boxcars bearing the MPLX reporting marks, circa mid 1970s. (Jim Moore) □

Caboose #1881 was spotted on the WCRA interchange in Squamish in early December. It was being stripped for delivery to a private party.

The WCRA Heritage Park has just received ex Takla coach 990603, acquired by BCR in 1979. This is ex GM&O 3060, built by ACF in 1947.

The museum also expects to receive, in early 1996, caboose #1852 for preservation (Patrick Hind) □

The cast and crew of TV series *Highlander* recently filmed an episode in BCR's steam shop and one of the railway's tunnels. The 4,500 foot long Horseshoe Bay tunnel saw filming of a "quickenning" scene -- where one mortal absorbs the energy of his opponent during battle. (BC Rail Coupler) □

Construction of a new OSB plant in Fort Nelson is well underway. When completed, it will produce plywood from wood chips. (BC Rail Coupler) □

On the last day of May 1995, caboose #1863 went out on the tail-end of train VC-31 with Jim Watts as conductor. This was the second to last train departing North Vancouver before the yard began CCO (Cabooseless Conductor Only). (BC Rail Coupler) □

## MOTIVE POWER NOTES

Edited by Paul J. Crozier Smith

Vancouver Wharves has taken delivery of a new locomotive (ex Southern Pacific SW1500 #2582), which is expected to become their #820. The unit was rebuilt by AMF in Montreal prior to delivery. The company has an option for two further ex SP 1500s. (Grant Ferguson)

Starting in January, BC Rail embarked on a program to upgrade its Dash 8-40CM fleet to Dash 9 specifications. This will involve modification of the fuel injection system and installation of a split cooling system. This program will increase the horsepower on each unit to 4400.

The engine work will be performed by GE, while BCR will do the cooling system modifications. All work will be completed at the Squamish shops.

Initial plans are for eleven upgrades a year. Units #4608 and 4605 have already been through the shop for an engine change. Therefore, barring a major failure, these units will be among the last to be upgraded.

Once the Dash 8 upgrade program is completed, a reconfiguration of BCR's freight train make up is expected. It is speculated that future freights will have one Dash 9 on the point, and one in mid-train operating as a remote. The current Pemberton pusher arrangement will be replaced by a pair of Dash 9s. (Patrick O. Hind)

Dash 8 #4643 was spotted in the Squamish backshop on December 21 for damage sustained at a derailment at Mile 573. The locomotive's B-end steps, pilot, truck and coupler will be repaired. (Patrick O. Hind)

**RS-18 Update:** #622, which suffered a cracked block at Exeter, was set to enter the backshop for conversion to CAT in early January. #621, which entered the rebuild shop on November 30, was spotted in the paint shop at year's end following conversion. It is estimated that #630 will enter the shop for conversion in March.

This leaves #630-632 and 645 as the only remaining two-tone green units. (Patrick O. Hind)

**RDC Update:** RDC-1 BC-12 now appears to be headed back into service, albeit on a limited basis. Late last year it was seen partially stripped in the Squamish yard. Then in January it was seen being transported on the tail end of Train No. 2, destined for North Vancouver. Can anyone provide an update on the status of this unit?

The following units comprise the active fleet: BC-10, BC-11, BC-14, BC-15, BC-21, BC-30, BC-31(2), and BC-33. (Patrick O. Hind)

**CORRECTIONS:** As of late November, 11 of the former ATSF B36-7s (#7484-7499) were on the property, with the balance of five expected to arrive by early December. They will not be repainted in the near term unless a major component failure is experienced. The units will eventually be renumbered into the #3601-3616 series.

One or two of the units may have their cabs upgraded to BCR specs, plus several modifications (V-shaped number boards on front of cab, lowering the headlight to nose, ditch lights below the deck on pilot, ditch lights on towers above deck, two small side windows common to earlier GE models), which will allow the locomotives to be used in lead service. (Ed Note: #7493 was spotted inside the Squamish shops in early January, and now carries BCR #3610. It was expected to be out by the end of the month.) A revised red/white/blue colour scheme developed by BCRH&TS member Jeff Briggs is presently under consideration by the railway. (Patrick O. Hind)

Four of the Helm Leasing SD45T-2e's were still in active service in late November, with a further four stored. The units were all numbered for HCLX (not as BCR #930-937 as reported elsewhere), and were expected to be off the property by the time the last B36-7 arrives in December. (Patrick O. Hind)

The Pemberton pushers will remain. Due to a downturn in traffic, BC Rail has opted not to add a fourth southbound train, as previously reported. (Patrick O. Hind).

Correcting a news items which appeared in the *Vancouver Province*, BC Rail has yet to make a decision with respect to further Dash 9 purchases. Motive power officials continue to consider a variety of equipment options. No further motive power is expected to be acquired during 1996. (Patrick O. Hind)

## Athearn's C44-9W by Jeff Briggs

The newest release from Athearn is a beautifully detailed HO scale model of General Electric's C44-9W locomotive. The prototype began production in 1993, with the first order going to C&NW. BC Rail received its first units (#4641-4644) in April 1995.

The Athearn model continues the tradition of low-prices, industrial-quality, plastic models. The body and trucks on the Dash 9 are superbly detailed, with exceptionally crisp tooling on the engine room access doors.

A first for Athearn is screw-on couplers. With its development, it was now possible to eliminate the gaping hole under the coupler. The pilots area beautifully detailed, and even include ditch lights.

Also new are separate plastic castings for the fuel tank sides, with the correct contour. Accurate angle lugs for the air tanks are molded on.

The model features the standard Athearn drive, with large, twin flywheels, and the newest generation of Athearn motor. During test runs, right out of the box, the model performed very well. After only three minutes of running time, it performed as well as any of the higher priced plastic diesels on the market.

The model comes with the first phase of trucks, and has a large brace on the outside segment of each sideframe. For any model other than the first C&NW order, this would have to be taken off. Fortunately the plastic is soft and works easily, and it only took me 15 minutes to remove all four from my model.

For some reason, the sand hatch is not recessed properly into the back of the long hood. The modification that has to be made to install the hatch is difficult, as a recessed box has to be fabricated. This may become available as a detail part from Kaslo Shops.

Athearn is offering its Dash 9 in BC Rail colours in two different road numbers; however the cab will not be correct. Kaslo Shops has a cab kit available which will fit the Athearn model correcting the problem.

This is an outstanding model, easily the best to have come out of the Athearn factory. It is a must buy for any BC Rail contemporary-era modeler

## INTERCHANGE

**HISTORICAL RESEARCH SERVICE** is now being offered by BCRH&TS member Patrick O. Hind. Patrick will perform research on any past or present railway within British Columbia. Contact him at POB 837, Squamish, B.C. V0N 3G0.

**HOPPER PROJECT:** photos, roster details, and modeling information wanted relating to 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 material will be returned in original condition. Postage will be reimbursed or credit to subscription account. Jim Moore, 25852 McBean Parkway, Suite 187, Valencia, CA 91355.

**CARTER CRAM** is interested in locating a source for a prototypically correct plug-door for use in modeling an HO scale version of BCR's 50-6 (IL) freight car (e.g. 4650- or 850001-series). Contact Carter at 3145 Valentine, Redding, California 96001.

**CRANES/DERRICKS:** Lawson Little is preparing an article spotlighting the various model cranes operated over the years by both the PGE and BCR. Please share your photos, roster details, and modeling information. Contact Lawson in care of *The Cariboo*.

**IAN BARHAM** (10 Cullingham Road, Ipswich, Suffolk, England IP1 2EG) wishes to obtain colour (two-tone green scheme) photos of the following BCR locomotives: any RS-3/RS-18/M420W, RS-18 #612, C-420 #632, and C-425 #805. Ian can provide colour photos of British Railway equipment in exchange. Or he will pay postage and reprint charges.

**BCR ALCO'S IN MEXICO:** Does anyone have a full listing of which locomotives were sold in Mexico, and their current status? Photographic evidence confirms that in addition to 705, which GE rebuilt to GECX 5000 as a demonstrator, the following definitely west south of the border: 712/713/714 (two-tone green), 709/716/718/722/728 (red/white/blue).

I can strongly recommend the Pentrex video PEN-MEX3, "Mexico's Pacific Railroad, v. 3" which contains numerous shots of the BCR diesels in use. In once sequence, **all** the visible locos are from B.C.!

Lawson Little, 15 Highfields Drive, Old Bilsthorpe, Newark, Notts. NG22 8SN, England.

**WESTERN WONDERLAND:** Can any reader provide details concerning this Victoria-based publication? Is it still in business? Contact address? Wish to review certain issues in connection with future *Cariboo* feature. Contact Jim Moore.

## NEW PRODUCTS

Kaslo Shops has released an HO scale cast resin cab kit for the Dash 9-44CW locomotive. This cab will fit on the Athearn model and includes the additional rear door as an option. It is priced at \$35 Cdn.

Set for release this spring are both HO and N scale versions of BCR's bulkhead flatcar. Price to be announced. Contact Kaslo Shops at #6--6089 Truesdale Road, Duncan, B.C. V9L 2S1. □

Sylvan Scale Models has released a Point St. Charles caboose in N scale and a CP wide-vision caboose in HO. The company is trying to develop kits that are not presently offered by other manufacturers. The owner has been seeking input from our Society via our own Ron Tuff. □

## RESEARCH RESOURCES

Three recent articles in *Mainline Modeler* may be of interest to PGE/BCR modelers. The October issue featured both photos and scale drawings of the BCIT 818000-series bulkhead flat car by BCRH&TS member Patrick Lawson. A two part step-by-step how-to article regarding the GF6C electrics appeared in the August and September issues. And a story on the Jordan spreader appeared in August. □

BCRH&TS member Ian Bareham (Ipswich, England) has another railroad-related article to his credit. His story on the Vancouver train-barge terminal is set to appear in *Model Trains International*. □

## British Columbia Railway Gondolas

F. John Perry and Ron Tuff

In the early 1950's, the Pacific Great Eastern began to replace its aging fleet of small gondolas with more modern equipment. Over the next seventeen years, six series of 52-foot inside length steel gondolas were purchased from two Canadian manufacturers.

British Columbia Railway Gondolas						
Series	9002 - 9175	9201 - 9225	9251 - 9300	9301 - 9320	9321 - 9370	9401 - 9425
Builder	National Steel Car	Hawker Siddley	Hawker Siddley	Hawker Siddley	Hawker Siddley	Hawker Siddley
Built	9002-9072 in 1954 9073-9099 in 1955 9100-9129 in 1956 9130-9175 in 1958	1965	1972	1967	1971	1965
AAR Type	G533	G533 *	G514	G514	G514	G543
Construction	Rivetted	Rivetted	Welded	Welded	Welded	Rivetted

\* A end was removed while the B end remained fixed in place for rail service in 1990.

### AAR Type Codes

G514: 52' and less than 61'long, steel floor with fixed ends, sides 37" to 46" high, 185000 lbs and greater load limit  
 G533: 52' and less than 61'long, wooden floor with fixed ends, sides 37" to 46" high, 155000 to 184999 lbs load limit  
 G543: 52' and less than 61'long, wooden floor with drop ends, sides 37" to 46" high, 155000 to 184999 lbs load limit

### **PGE 9002 - 9175**

The first series were built by National Steel Car of Hamilton, Ontario beginning in 1954, with the completion of the 174 cars in 1958. They were 158,000 lbs capacity gondolas featuring rivetted construction with dreadnaught style fixed ends and wooden floors identified by a white circled letter W stencil on the side of the car. As with most long production runs, a variation in the design occurred. The first three production runs included thirteen outside vertical "Z" channel stiffeners, tapered into the side near the bottom of the car body. When production began on the fourth group of cars in 1958, the stiffeners were changed to an inverted "U" channel.

The original colour scheme was oxide red paint with white lettering. A white round Cariboo herald was stencilled on the right end of the side, and the name "Pacific Great Eastern" was spelled out to the left of the herald.

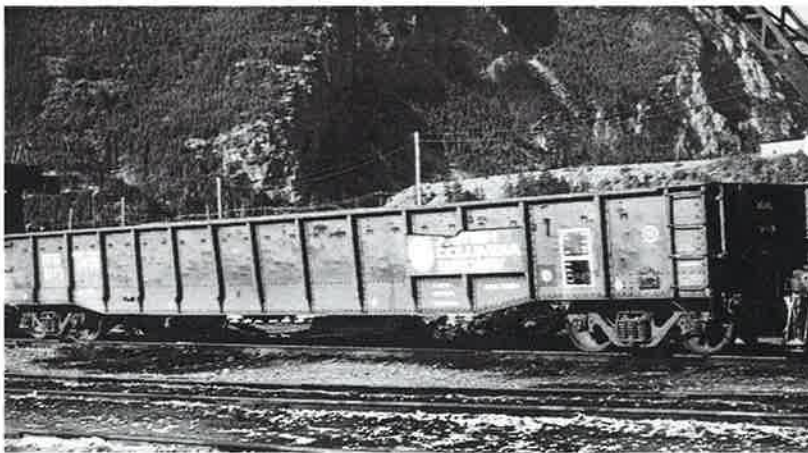
In 1962, the railway discovered a potential new source of revenue from hauling wood chips. PGE 9001, an older 48' gondola with fixed ends was converted into the first extended side wood chip car and was renumbered 9901. During the next six years, seventy-nine more cars from the National Steel Car series were converted into versatile chip carrying cars capable of being unloaded by a rotary dumper or opening the end gate. By 1993, the converted gondolas had all been scrapped, replaced by larger, more modern chip cars.

### **PGE 9201 - 9225 & 9401 - 9425**

Hawker Siddley, formerly known as Eastern Car Works, of Trenton Nova Scotia built the next series of gondolas in 1965, two orders of twenty-five 160,000 lbs capacity cars. Both orders featured rivetted construction with unique 2 channel stamped steel ends and wooden floors. The only major difference between the orders was the 9401 series was built with drop ends. The cars were delivered in oxide red with white 42" high "PGE" letters on the right end of the side.



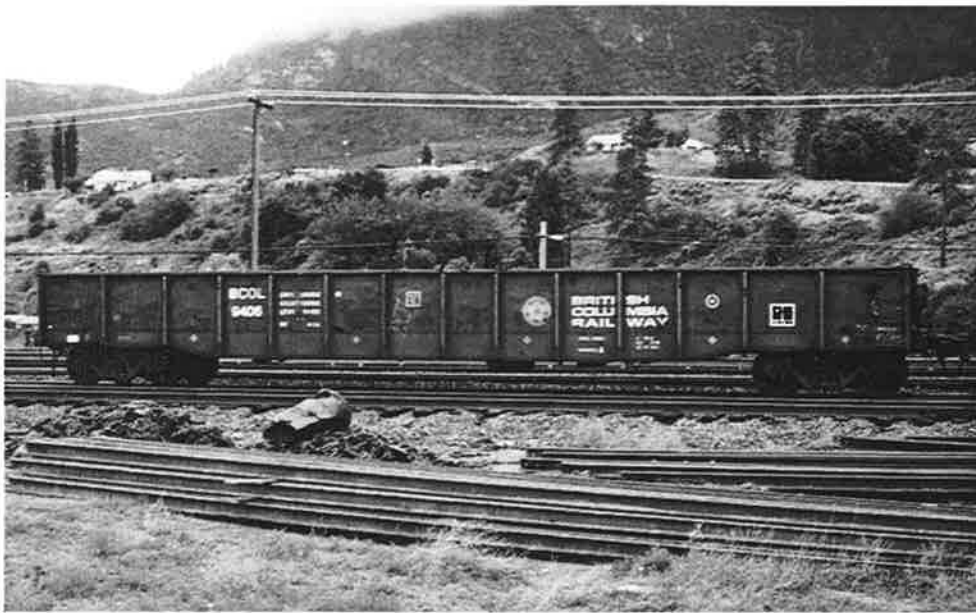
PGE 9167 with inverted u-channel side stiffeners at Squamish.  
May 1980.  
Ron Tuff photo.



BCOL 9113 with vertical z-channel stiffeners at Lillooet.  
June 1994.  
Ron Tuff photo.



PGE 9217 in the original red oxide paint and block lettering scheme.  
North Vancouver, B.C.  
June 1993.  
Andy Barber photo.



BCOL 9407 with a dogwood  
herald painted on the carbody.  
Lillooet, B.C.  
July 1995.  
Ron Tuff photo.

#### PGE 9301 - 9320

The next order in 1967 was for twenty 202,000 lbs capacity gondolas featuring welded construction with fixed ends and floors made from nailable steel flooring, identified by a white diagram stencil on the car side. This new feature provided additional load securement opportunities. The cars were equipped with roller bearing trucks and modifications to the car body design to accept standardized fibre glass covers to protect shipments from the weather. The cars were delivered in oxide red paint with white lettering and the new PGE black & white Map herald was proudly displayed on the right end of the sides.



BCOL 9320 with fixed ends and  
a nailable steel floor.  
Williams Lake, B.C.  
June 1993.  
Jim Moore photo.

**PGE 9251 - 9300 and 9321 - 9370**

The last two orders, in 1971 and 1972 for an additional one hundred gondolas, were identical 202,000 lbs capacity cars. They featured welded construction, nailable steel flooring, and an improved fixed end design with three horizontal square stiffeners. Like the 9301-series, the cars were equipped with roller bearing trucks and designed to accept fibre glass covers. The cars were delivered in dark green paint with white lettering and the revised grey, black, and white Map herald stencilled on the right end of the sides.



BCOL 9292 with a fibre-glass cover. Note the dogwood herald which has been applied to a steel plate mounting.

Richard Yaremko photo.



BCOL 9336 with a second style fibre-glass cover. This car is also painted green, but carries a very small, white BC Rail herald. Squamish, B.C.

June 1993.

Andy Barber photo.

## Paint Schemes

Since they are not in glamorous service, most gondolas have not been kept up to date with the latest paint schemes and heralds, and many still remain in their original PGE colours. As cars were shopped for major repairs, the most current scheme at the time was applied resulting in numerous different schemes appearing on the same series of cars.

After the change to British Columbia Railway in 1972, some of these cars had their reporting marks changed to "BCOL" and all evidence of the PGE was painted out using oxide red or black paint. On a particularly weathered car, it is not difficult to see the car shop's touch-ups to the old heralds and lettering. In its place, a steel plate was welded to the vertical stiffeners on the right end of the side to display the new Dogwood herald. As the new heralds were damaged, the Dogwood was either applied directly to the car side or omitted altogether. More recent shoppings have resulted in the Dogwood heralds being removed and replaced with a small white "BC Rail" herald stencilled on the car side.

British Columbia Railway Gondola Dimensional Data & Physical Features						
Series	9002 - 9175	9201 - 9225	9251 - 9300	9301 - 9320	9321 - 9370	9401 - 9425
Overall Height	7'-3 3/4"	7'-3 1/4"	7'-3"	7'-3"	7'-3"	7'-3 1/4"
Overall Width	10'-3 1/4"	10'-8"	10'-2 1/2"	10'-3"	10'-2 1/2"	10'-4"
Rail to Floor (mty)	3'-8 7/8"	3'-8 3/4"	3'-8 1/2"	3'-8 3/4"	3'-9"	3'-8 3/4"
Coupled Length	57'-6"	57'-6"	56'-9 1/2"	56'-9 1/2"	56'-9 1/2"	57'-6"
Over End Sills	52'-7 3/4"	54'-4 1/4"	52'- 8 3/4"	53'-6 1/2"	52'-8 3/4"	54'-4 1/4"
Truck Centres	44'-0"	44'-0"	43'-3"	44'-3"	43'-3"	44'-0"
Truck Wheel Base	5'-8"	5'-8"	5'-10"	5'-10"	5'-10"	5'-8"
Clearance Plate	C	C	C	C	C	C
Inside Length	52'-6 1/4"	52'- 6 1/4"	52'-7 1/4"	52'-6"	52'-7 1/4"	52'-6 1/4"
Inside Width	9'-6"	9'-6"	9'-6"	9'-6"	9'-6"	9'-6"
Inside Height	3'-6"	3'-5 1/2"	3'-6 3/4"	3'-6"	3'-6"	3'-6"
Capacity (Cu Ft)	1746	1746	1774	1746	1749	1746
Light Weight (Lbs)	51400	52900	60400	61000	60300	53200
Capacity (Lbs)	158000	160000	202000	202000	202000	160000
Truck Bearings	Friction	Friction	Roller Bearing	Roller Bearing	Roller Bearing	Friction
Floor	Wooden	Wooden	Nailable Steel	Nailable Steel	Nailable Steel	Wooden
Stake Loops/Side	10	10	None	10	None	10
Lading Anchors/Side	26	26	30	30	30	26
Fibreglass Cover	No	No	Yes	Yes	Yes	No
Ends	Fixed: note 1	Fixed: note 2	Fixed: note 3	Fixed: note 4	Fixed: note 3	Drop: note 5

### Notes

- 1 Fixed ends with improved dreadnaught design.
- 2 Fixed ends with unique 2 channel stamped design. (A end removed by BC Rail in 1990)
- 3 Fixed ends with 3 welded square horizontal stiffening ribs.
- 4 Fixed ends with flat nailable steel flooring material.
- 5 Drop ends with unique 2 channel stamped design.

### Trackside observations

Below is a table of trackside observations. As can be seen from the accompanying photographs, the cars provide many interesting variations, so when modeling a specific car, reference should be made to photographic evidence.

Reporting Marks	Paint Scheme	Photo Date	Notes
PGE 9061	Oxide red, Cariboo herald on car side	Apr 1978	Stencilled "Scrap Use Only - Wheel Shop"
BCOL 9064	Green, Dogwood herald on extra plate	May 1980	Stencilled "OCS Scrap Service"
PGE 9072	Oxide red, Cariboo herald on car side	May 1980	
BCOL 9073	Green, Dogwood herald on extra plate	May 1987	
BCOL 9078	Green, Dogwood herald on car side	Jun 1995	Equipped with roller bearing trucks
BCOL 9085	Green, Dogwood herald on extra plate	Sep 1984	Working with American derrick
BCOL 9091	Green, Dogwood herald on extra plate	Jun 1995	Loaded with corrugated pipe
BCOL 9100	Green, Dogwood herald on extra plate	Oct 1984	
BCOL 9111	Green, no herald	Jun 1995	
BCOL 9113	Green, Dogwood herald on extra plate	Jun 1994	Equipped with roller bearing trucks
BCOL 9114	Green, Dogwood herald on extra plate	Oct 1984	
PGE 9124	Oxide red, Cariboo herald on car side	Mar 1980	
BCOL 9129	Green, "BC Rail" herald on car side	Jun 1994	
BCOL 9134	Oxide red, "PGE" herald painted out	Sep 1984	
PGE 9143	Oxide red, black & white Map herald on car side	Mar 1980	
BCOL 9148	Green, Dogwood herald on extra plate	Jun 1994	
PGE 9155	Oxide red, "PGE" herald on car side	Jan 1977	
PGE 9161	Oxide red, black & white Map herald on car side	Mar 1980	
PGE 9167	Oxide red, black & white Map herald on car side	May 1980	Loaded with tank car BCOL 1940
PGE 9167	Oxide red, bottom half of Map herald painted out	Jun 1995	Equipped with roller bearing trucks
PGE 9172	Green, Dogwood herald on extra plate	Jun 1995	Working with Pyke derrick 6045
PGE 9201	Oxide red, black & white Map herald	Unknown	
BCOL 9208	Green, "PGE" herald on car side	Jun 1994	
PGE 9209	Oxide red, "PGE" herald on car side	Sep 1988	
BCOL 9209	Green, "PGE" herald painted out	Jul 1994	Equipped with roller bearing trucks
BCOL 9211	Green, Dogwood herald on extra plate	Jun 1995	Equipped with roller bearing trucks
BCOL 9215	Green, no herald	Jun 1995	Equipped with roller bearing trucks
PGE 9217	Oxide red, "PGE" herald on car side	Jun 1993	
PGE 9219	Green, "PGE" herald on car side	Jun 1993	Continuous welded rail service
BCOL 9220	Green, Dogwood herald on extra plate	Sep 1988	
BCOL 9261	Green, Dogwood herald on extra plate	Oct 1984	
BCOL 9273	Green, Dogwood herald on car side	May 1991	Equipped with fibre glass cover
BCOL 9274	Green, Dogwood herald on extra plate	Jun 1995	
BCOL 9292	Green, Dogwood herald on extra plate	Unknown	Equipped with fibre glass cover
BCOL 9302	Oxide red, bottom half of Map herald painted out	Sep 1992	
PGE 9309	Oxide red, grey, black & white Map herald on car side	Unknown	Equipped with fibre glass cover
BCOL 9309	Green, no herald	Oct 1984	
BCOL 9310	Oxide red, Map herald painted out	Jun 1994	
PGE 9315	Oxide red, black & white Map herald on car side	Jun 1994	
BCOL 9316	Oxide red, black & white Map herald painted out	Jun 1993	
PGE 9319	Oxide red, black & white Map herald on car side	Mar 1986	
BCOL 9320	Green, no herald	Jun 1993	Loaded with scrapped speeders
PGE 9322	Green, grey, black & white Map herald on car side	Jun 1995	
BCOL 9327	Green, "BC Rail" herald on car side	Jul 1995	Equipped with fibre glass cover
BCOL 9332	Green, Dogwood herald on car side	Unknown	Equipped with fibre glass cover
BCOL 9335	Green, "BC Rail" herald on car side	Jul 1995	Equipped with fibre glass cover
BCOL 9336	Green, "BC Rail" herald on car side	Jun 1993	Equipped with fibre glass cover
PGE 9347	Green, grey, black & white Map herald on car side	Jun 1980	
BCOL 9347	Green, Dogwood herald on extra plate	Sep 1984	Equipped with fibre glass cover
BCOL 9363	Green, "BC Rail" herald on car side	Jul 1995	Equipped with fibre glass cover
PGE 9401	Oxide red, "PGE" herald on car side	May 1980	
BCOL 9406	Green, Dogwood herald on car side	Jul 1995	Equipped with roller bearing trucks
PGE 9408	Oxide red, "PGE" herald on car side	May 1980	
BCOL 9412	Green, no herald	Jun 1993	Continuous welded rail service
BCOL 310005	Green, Dogwood herald on car side	Jun 1995	For scrap service Ex BCOL 9260

## Car Assignments

According to the railway's Fleet Management Assignments, the majority of the remaining 257 gondolas were assigned to general service which included transporting rail and ties. Some however have been relegated to special duties.

Series	Car Numbers	Total	Assignment
9002 - 9175	9059, 9063, 9078, 9080, 9116, 9121, 9125, 9129, 9130, 9131, 9159, 9164, 9167, 9175,	14	A end removed and B end fixed in place for rail service in 1990.
9002 - 9175	9136, 9138, 9143, 9144, 9153, 9163, 9165, 9170, 9173	9	Assigned to Raw Materials Handling Department for scrap service. Renumbered to 307000 series in July 1995.
9201 - 9225	All	25	A end door removed for rail service in 1990.
9251 - 9300	9258, 9260, 9266, 9273, 9275, 9279, 9280, 9291, 9292	9	Equipped with fibreglass covers to transport copper concentrate from Gibraltar to Vancouver Wharves.
9251 - 9300	9252, 9253, 9256, 9260, 9265, 9266, 9268, 9270, 9273, 9285, 9287, 9288	12	Assigned to Raw Materials Handling Department for scrap service. Renumbered to 310000 series in July 1995.
9251 - 9300	9259, 9270, 9287	3	Assigned to wheel service, Squamish shops.
9321 - 9370	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	27	Equipped with fibre glass covers to transport copper concentrate from Gibraltar to Vancouver Wharves.

British Columbia Railway Gondola Dimensional Data & Physical Features						
Series	9002 - 9175	9201 - 9225	9251 - 9300	9301 - 9320	9321 - 9370	9401 - 9425
Overall Height	7'-3 3/4"	7'-3 1/4"	7'-3"	7'-3"	7'-3"	7'-3 1/4"
Overall Width	10'-3 1/4"	10'-8"	10'-2 1/2"	10'-3"	10'-2 1/2"	10'-4"
Rail to Floor (mty)	3'-8 7/8"	3'-8 3/4"	3'-8 1/2"	3'-8 3/4"	3'-9"	3'-8 3/4"
Coupled Length	57'-6"	57'-6"	56'-9 1/2"	56'-9 1/2"	56'-9 1/2"	57'-6"
Over End Sills	52'-7 3/4"	54'-4 1/4"	52'-8 3/4"	53'-6 1/2"	52'-8 3/4"	54'-4 1/4"
Truck Centres	44'-0"	44'-0"	43'-3"	44'-3"	43'-3"	44'-0"
Truck Wheel Base	5'-8"	5'-8"	5'-10"	5'-10"	5'-10"	5'-8"
Clearance Plate	C	C	C	C	C	C
Inside Length	52'-6 1/4"	52'-6 1/4"	52'-7 1/4"	52'-6"	52'-7 1/4"	52'-6 1/4"
Inside Width	9'-6"	9'-6"	9'-6"	9'-6"	9'-6"	9'-6"
Inside Height	3'-6"	3'-5 1/2"	3'-6 3/4"	3'-6"	3'-6"	3'-6"
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Floor	Wooden	Wooden	Nailable Steel	Nailable Steel	Nailable Steel	Wooden
Stake Loops/Side	10	10	None	10	None	10
Lading Anchors/Side	26	26	30	30	30	26
Fibreglass Cover	No	No	Yes	Yes	Yes	No
Ends	Fixed: note 1	Fixed: note 2	Fixed: note 3	Fixed: note 4	Fixed: note 3	Drop: note 5

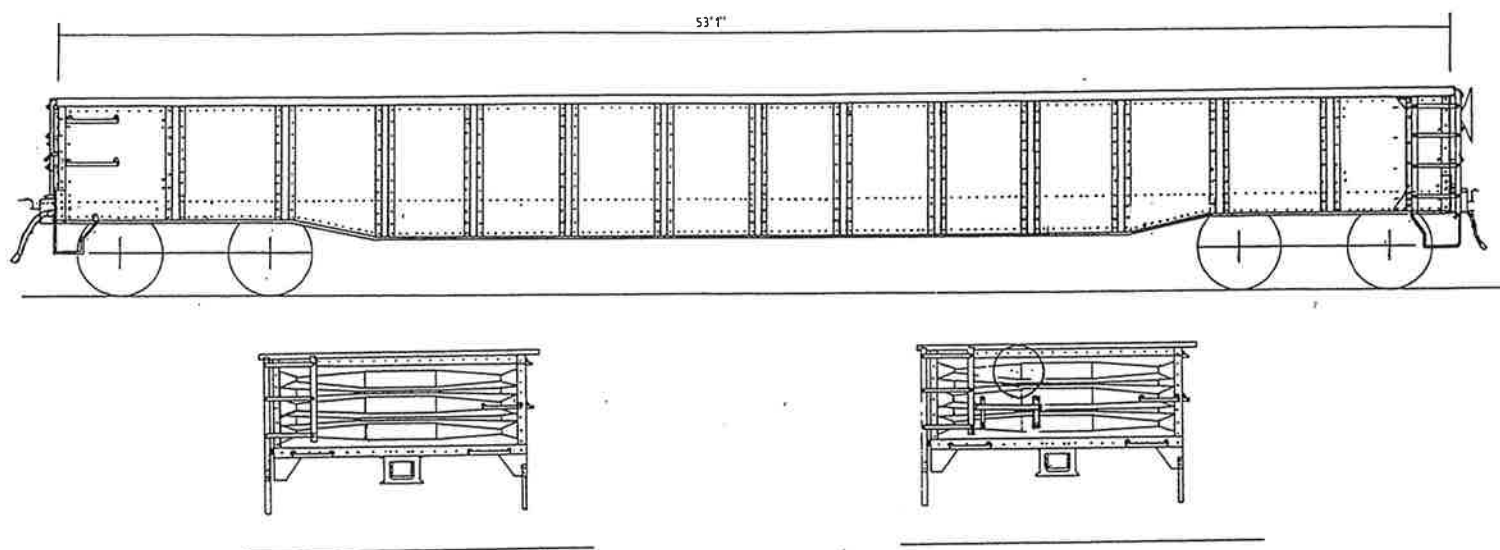
### Notes

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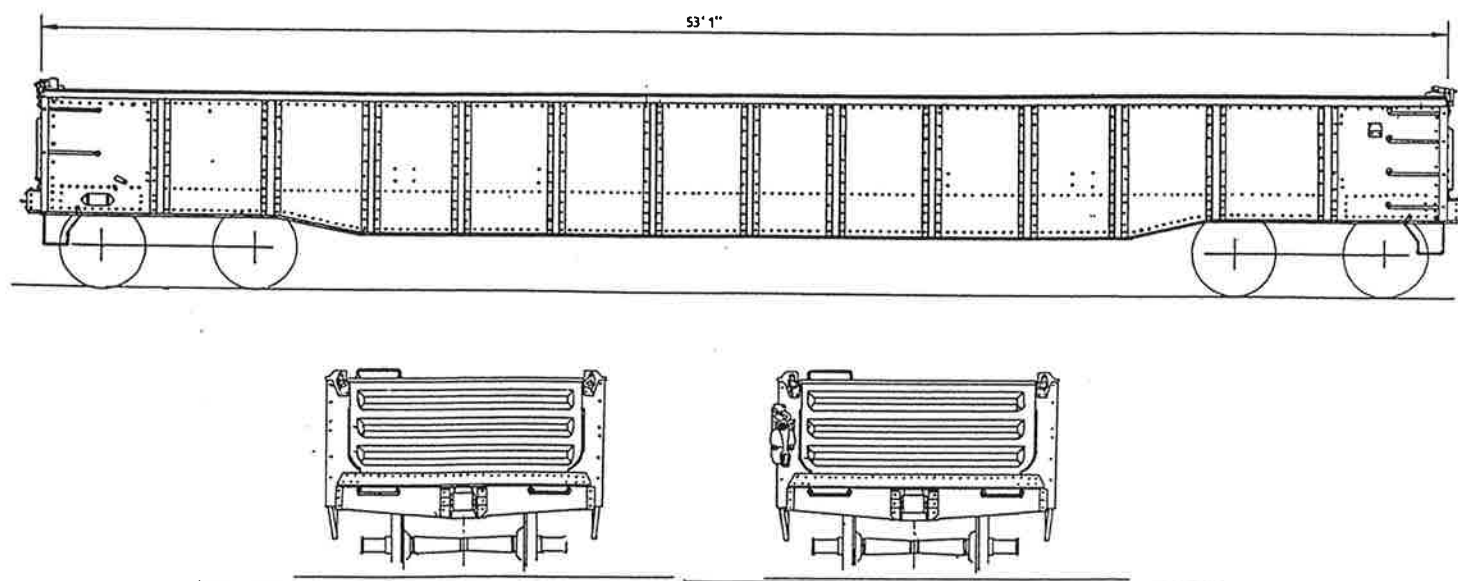
### Acknowledgements

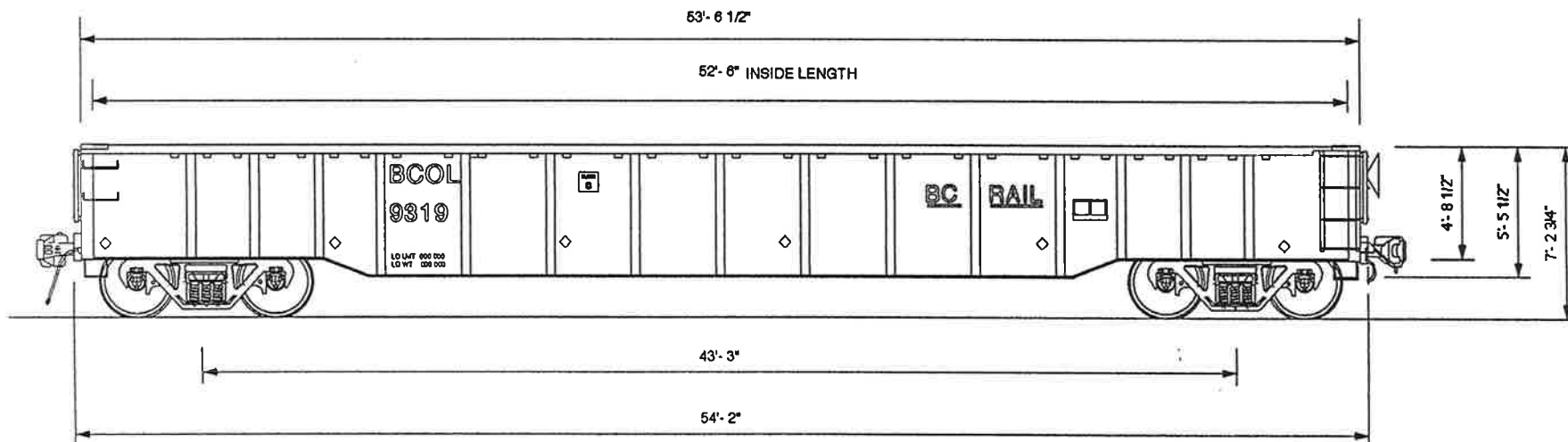
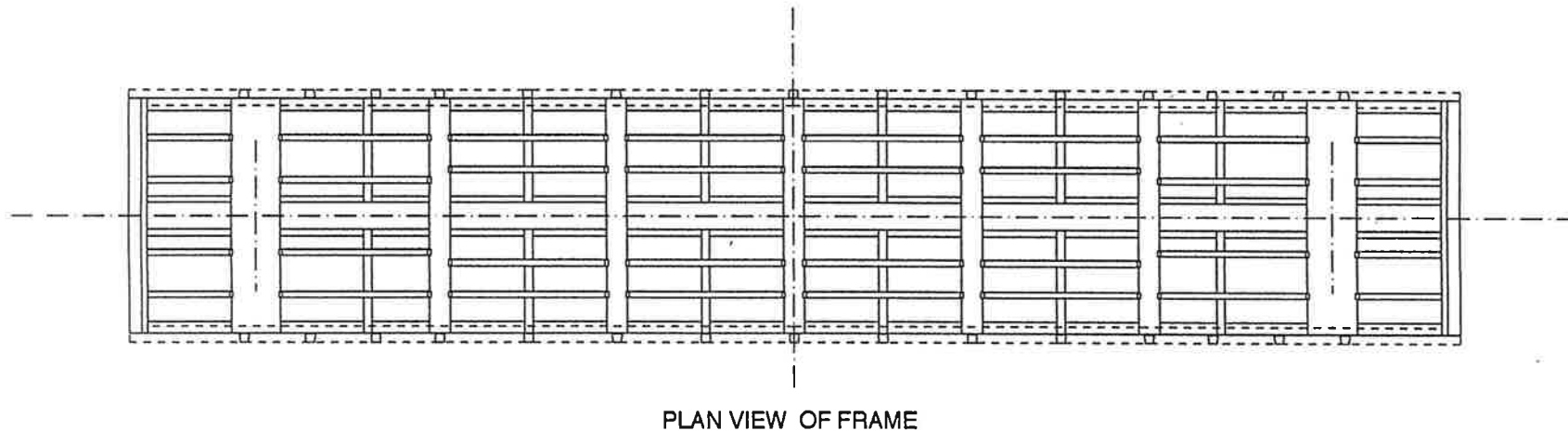
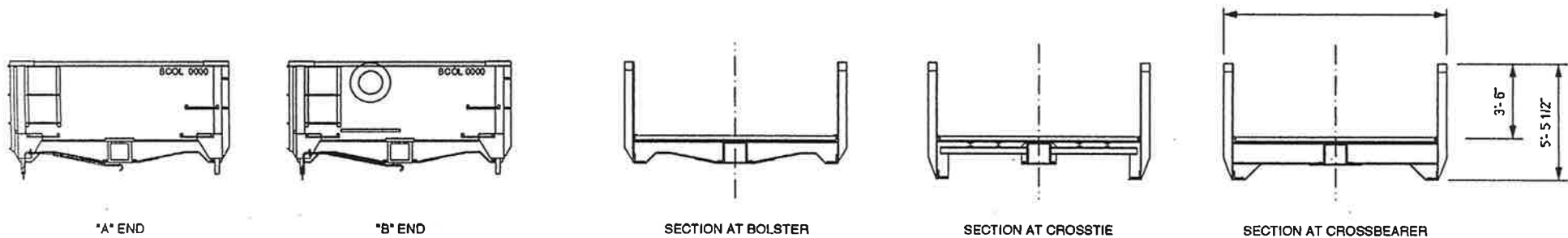
We'd like to thank several BCRH&TS members who contributed to this article. Drawings were prepared by Patrick Lawson and Rupert Perry. Measurements, observations and photographs were contributed by Andy Barber, Carter Cram, Laszlo Dora, Jim Moore, Jim Pike, and Richard Yaremko.

HO scale drawing PGE Series 9102 - 9175 drawn by Rupert Perry



HO scale drawing PGE Series 9201 - 9225 drawn by Rupert Perry

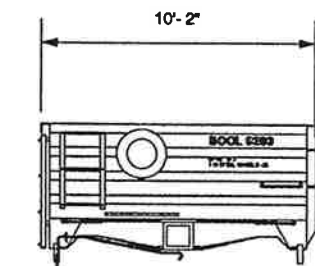




# BRITISH COLUMBIA RAILWAY 55' GONDOLA CAR NUMBERS 9301-9320

FULL-SIZE "HO" SCALE: 3.5 mm = 1' - 0"; 1/87 to 1

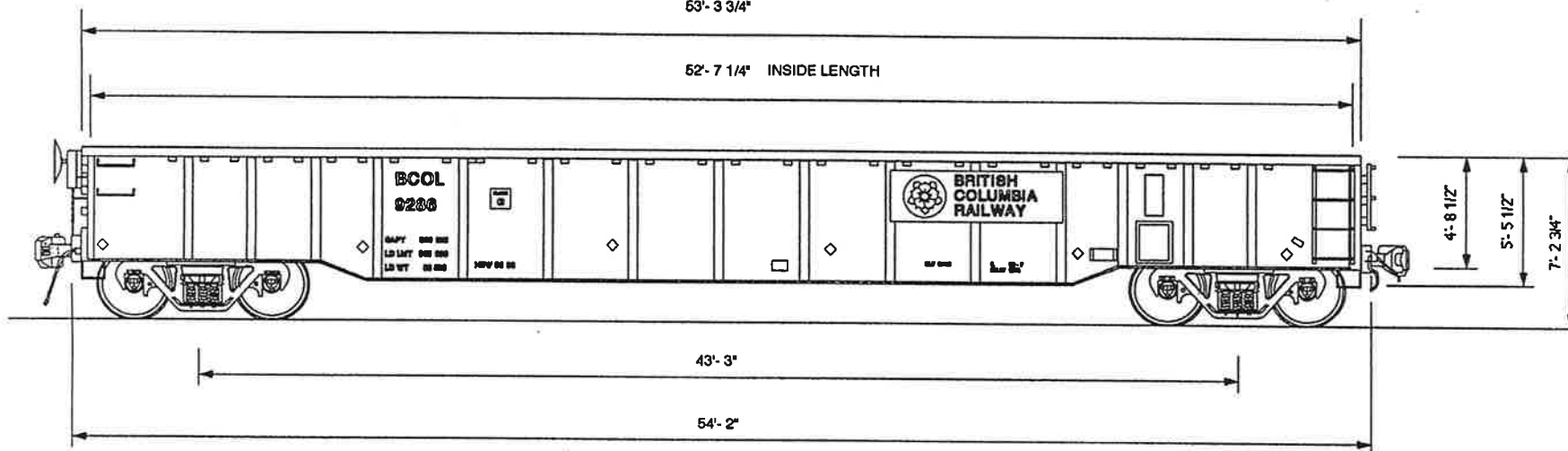
DRAWN BY: PATRICK LAWSON



"B" END

63'- 3 3/4"

52'- 7 1/4" INSIDE LENGTH



# BRITISH COLUMBIA RAILWAY 55' GONDOLA CAR NUMBERS 9251-9300

FULL-SIZE "HO" SCALE: 3.5 mm = 1' - 0"; 1/87 to 1

DRAWN BY: PATRICK LAWSON

## The Royal Hudson Story

Lawson Little

In the years after World War Two, tens of thousands of steam locomotives went to the scrapyards of North America. Only a few, a very few, escaped the torch--some to museums, a handful more reprieved to an uncomfortable, and often precarious existence, "stuffed and mounted" in local parks.

At that time, little if any thought was given to the possibility that the surviving steam locomotives would ever be fired up again. If such plans were made, they were generally associated with short movements on private trackage at museum sites; *main-line* operation was beyond most peoples dreams....

Years passed, and slowly the idea of real working steam began to emerge, stimulated perhaps by news of successful initiatives in Great Britain, where preserved steam was already in action. Two main avenues were explored - the purchase of modest lengths of redundant trackage, usually on closed branch lines, where limited low-speed operation of steam-powered trains could take place; and more ambitious plans to restore larger steam locomotives for main-line running. The practicality of the latter idea was underlined by the cross-Continent tour of British Rail's *Flying Scotsman* in 1969.

In the decades since then, there have of course been dozens of examples of steam operation, many indeed by railroad companies themselves, mindful of the valuable publicity gained by such activities. Sadly however, the vast majority of the locomotives concerned have either seen only intermittent use, or worse, have been expensively overhauled for a few seasons operation, only to fade into disuse and dead storage as circumstances changed or enthusiasm waned.

One particular operation has however remained constant - the Royal Hudson project, running on BCR rails between North Vancouver and Squamish. Service began in June 1974, and twenty-two years later they are *still* running - a unique record of continuous main-line steam operation in North America!

## The Operation

The story really begins back in 1972, when Robert E. Swanson, a Director of BCR and long-time steam buff, gained the ear of then Provincial Premier Dave Barrett, to suggest the idea of steam railroading as a potential tourist attraction. Barrett, himself a steam enthusiast, needed little persuasion, and the necessary financing was soon forthcoming.

A suitable locomotive was readily available. Canadian Pacific's 4-6-4 #2860 was languishing in Vancouver's CPR Drake Street Roundhouse, unwanted after various preservation schemes had fallen through. Likewise, the acquisition of passenger cars was not a particular problem. CPR had a surplus of modern, lightweight day coaches which they would be glad to unload onto the BC Government. So work began. Swanson called old steam men out of retirement to completely rebuild the Hudson where she stood at Drake Street. The story goes they relished the task so much that most would have worked for nothing! They *were* paid, however, and the ravages of fifteen years neglect were soon repaired.

On June 12, 1974, the locomotive made its first test run, a gentle trip to Coquitlam wye and back. Five days later it was transferred to North Vancouver, and on June 18 ran successfully to Squamish, an eighty-mile round trip. The tourist season was beginning, and no time was lost in putting the proposed new service into operation. On June 20, regular trips began, covering the spectacular ocean-side journey to Squamish five days each week, a schedule that was maintained until the end of September. That first summer, 47,925 enthusiastic passengers were carried, and the Royal Hudson project was declared a resounding success!

1975 saw 2860 hauling an ever-longer consist of tuscan cars to Squamish from mid-May to mid-October, with only Mondays and Tuesdays set aside for maintenance. The success of the previous season was repeated, with 69,000 passenger journeys, and most trains fully booked. The B.C. Government knew it was on to a winner!

The pattern was continued in 1976 and 1977, by which time pressure for extra seats saw daily running each August. The need for a backup locomotive became increasingly apparent. Fortunately, a suitable candidate was immediately available. The Drake Street steam crew had refurbished two further locomotives after cutting its teeth on the Hudson. Restored for use on the Government-sponsored Museum Train, they comprised ex-CPR 2-8-0 #3716 and an ex-Macmillan Bloedel logging loco, 2-6-2 #1077. The former was eminently suitable for the Squamish run, and since 1978 has regularly pinch-hit for the Royal Hudson.

My own first acquaintance with the operation came on September 13 1981, when Ticket no. 30561 authorized me to join 2860 and her train for the run to Squamish and back. I chose to travel in the semi-open observation car *Mount Garibaldi*, destined to be taken out of service in 1984 for still-awaited mechanical attention. My most vivid recollection, apart from the superb scenery and the sounds from the head-end, was the obvious pride felt by the inhabitants of West Vancouver for *their* steam operation. These were the very same people who had objected long and loud when the empty roadbed through their backyards was reactivated in 1955 after almost thirty trackless years. Yet here they were, standing in their dozens to wave and cheer as the Royal Hudson marched past. And remember, this wasn't a once-in-a-lifetime occasion, the train was already into its *eighth* summer of almost-daily operation!

Two months after my visit, the three steam locomotives were forced to abdicate their long-time home at Drake Street. The False Creek area on which the roundhouse stood, was slated for clearance as part of the forthcoming EXPO 86 site. (In a remarkably imaginative move, however, the turntable and part of the building were preserved to form one of the EXPO pavilions, acting as a display stage for the century-old #374, whose sad and stripped hulk I had inspected in Kitsilano Park a few days after my Squamish trip).

On November 27, 1981, all three locomotives were fired up, and hauling a short train of five cars plus a 100-ton crane and support car, worked through the Dunsmuir Tunnel to CPR's 'N' Yard on the Vancouver waterfront. Here a CPR caboose was added, and CPR SD40-2's 5997 and 5660 hauled the consist via Coquitlam to Sapperton. Three CNR SD40's then took over for the short run via Willingdon Junction to Lynn Creek Yard, thence to the BCR interchange at North Vancouver, where two BCR switchers pushed the train into its new home.

In 1986, I was back for EXPO. The Hudson was of course required for her role as Queen of Steam Expo. So 3716, resplendent in her new stainless steel boiler jacket, was subbing in her place. This time, I chose to travel one way by train and return by sea, using the special combined service operated by the *M.V. Britannia*.

Afterwards, I took the time to pay my respects to old #374, now unrecognizable in her refurbished finery, albeit plumbed into a steam line to give the appearance of being alive. What a pity they hadn't gone the extra mile and handed her over to the Drake Street gang for a *proper* overhaul!

So the years passed. The number of passengers carried each year has remained remarkably constant, a sure sign of the long-term success of the operation. The 1994 total was 73,112. As will be detailed later, the train consist of the Royal Hudson operation has varied over the years, but the power on the drawbar remains constant. So does the success; long may it continue!

## The Locomotives

The Royal Hudson saga started in quite an unassuming way, back in the late 1920's, when CPR's Chief of Motive Power Henry Bowen was seeking locomotives of greater capacity for use on the crack Toronto-Montreal "Royal York" and "Canadian" flyers, which were booked to cover some sections at average speeds in excess of 68 mph. To meet this challenge, Montreal Locomotive Works turned out, between 1929 and 1940, five series of 4-6-4 Hudson locomotives. Classed H-1a to H-1e, they differed mechanically only in detail -- H1c onwards featured "semi-streamlining", a then-current design idea to make passenger locomotives more eye-catching. The extra fittings included a cowled stack, solid one-piece pilot, and a smoothly-jacketed boiler with most fittings hidden or faired-in. The picture was completed by the striking CPR passenger livery of tuscan and glossy black, with gold lettering and stripes and polished hardware.

One of the 1938 batch, #2850, was selected to haul the Royal Train conveying King George VI across Canada in 1939, for which duty she was specially refinished in Royal Blue, with polished stainless steel boiler cladding; the side skirts above the motion were embellished with small jeweled crowns. After the tour, Royal permission was granted for the crowns to be left in place. Furthermore, similar crowns were applied to the remainder of the streamlined fleet, which henceforward became known as "Royal Hudsons".

2860 was one of the final batch built in 1940, (s/n 69292) and unlike many others always ran as an oil-burner. She spent an unremarked existence hauling passenger trains between Vancouver and Revelstoke, until September 1956 when she was badly damaged by derailling into a mudslide on Burrard Inlet. Hauled east for repair, it seems she never returned to CPR duties in B.C., instead emerging from the necessary rebuild in 1957 to spend a couple of years working prairie lines, before final withdrawal in May 1959.

Dumped in the scrap lines at Weston Shops, Winnipeg, she escaped the fate of most of her sisters by being selected for display in the Ottawa Museum of Science & Technology. The planned move there was delayed and she was still at Weston in August 1964, when she was instead sold to the embryo Vancouver Railway Museum Association (2858 went to the Ottawa Museum in her place).

In October 1964, 2860's running gear was stripped so that she could be towed dead-in-train over her old stamping grounds through the Rockies to Vancouver, where she was stored in the Drake Street Roundhouse while funds to complete the establishment of the Museum were raised. Unfortunately (or perhaps fortunately as things turned out), these funds were not forthcoming, and although 2860 was later purchased privately for a planned excursion service. This too fell through, and the locomotive languished unwanted at Drake Street until 1972, when Robert Swanson persuaded the B.C. Government to rescue her.

During her subsequent restoration, 2860 received the stainless boiler cladding as applied to the original Royal Hudson, but kept the tuscan livery. Provincial coats-of-arms were applied to tender sides and smokebox front, and the Canadian Pacific plaque across the front deck was replaced by a similar one lettered simply "British Columbia". Later, a second plaque was added, marked "Canada" between maple leaves. The famous jeweled crowns were of course retained, and the whole transformation, whilst sufficiently different to emphasise her new role and ownership, was tasteful and appropriate for a "Royal" Hudson.

With her 75-inch drivers, relatively modest tractive effort, and tendency to "slipperiness", 2860 is no mountain-climber. Indeed, in many respects her smaller stablemate is more suitable for their normal assignments. Still, she has an unmistakeable "presence" which no Consolidation, no matter how refined, could match, and the Squamish run with its constant curvature and speed limits restricting running to around 25 mph, is well within her capabilities.

As a matter of interest, a passing note can be made of the three H-1's which escaped the torch along with 2860. 2858 has already been mentioned, and the *real* Royal Hudson, 2850, was placed in the Canadian Railway Museum at St. Constant, near Montreal. Neither is likely ever to steam again.

Perhaps more fortunate, at least for a while, was H-1c 2839, a graduate of the class of '37, which after withdrawal was purchased by the Royal Hudson Locomotive Company and moved to Northampton, PA, on the Northampton & Bath Railroad. Restoration was a long and painful process, and she didn't steam until July 1975. It was April '76 before she worked a test trip.

In 1979, 2839 was leased to the Southern Railway to cover for their own steam locomotives which were all temporarily indisposed. She headed up the Southern steam program for a couple of seasons, but her time in the limelight was brief. On December 1, 1980, she ran light to Wilmington, DE, for storage on the tourist Wilmington & Western; and as far as is known, has never steamed since.

The Royal Hudson's running mate, 2-8-0 3716, is a smaller and much older locomotive than her famous partner. Built by Montreal Locomotive Works as long ago as 1912 as one of the CPR class N-2b (s/n 51628), she has a strong claim to be one of the world's oldest working Consolidations, with her polished steel boiler jacket, must *certainly* be the smartest!

Like the Royal Hudson, 3716 owes her survival largely to chance. She was withdrawn by CPR in 1960 after nearly fifty years anonymous service on freight duties in Western Canada; she was one of CPR's last working steamers. Stored for possible display at Port Coquitlam, one of her former haunts, she languished at Drake Street until the scheme fell through. 3716 was still there, rusting outside, when the steam crew was looking for fresh challenges after completing 2860. Fortunately, the B.C. Government was sufficiently impressed by the success of 2860 and did not need much persuasion when a scheme was proposed to fund a Museum Display Train which would need steam power for its tours of the province.

3716 was the obvious candidate, and within a year of 2860's first journey, the old Consolidation in its turn trundled off to Coquitlam on a test trip. The date was June 10, 1975, and the following two months saw 3716 successfully touring B.C. with an eight-car display train. Indeed, the 800-ton load held so little terror for the rejuvenated locomotive that she scorned diesel assistance, and when the authorities *insisted*, she pushed the helper up the 2% grades as well as hauling her consist!

Incidentally, her operation north of Squamish was the first sight of steam on that line since May 1956. When the display train moved to Vancouver Island, 3716 was left behind in deference to weight limits on the rail and bridges there, her place being taken by the little ex-logger 2-6-2 No. 1077, which had also been restored by the Drake Street crew.

In 1977-78, 3716 powered further display trains in eastern B.C., but since then her main function has been to understudy the Hudson on Squamish trips. Perhaps "understudy" isn't quite the right word, since on this run she is probably more competent than her partner! With smaller 63" drivers and an extra 11 tons adhesion weight, the sure-footed Consolidation has no problems on the relatively slow-speed journey.

In 1986, concurrent with Expo, 3716 received the same style of polished boiler as her running mate, and in 1993 she enjoyed a further complete overhaul, costing a cool half-million dollars. She now looks in fine shape to help run the Royal Hudson service well into the next century!

### The Passenger Cars

For the initial operation of the Royal Hudson service in 1974, the B.C. Government purchased seven cars from Canadian Pacific: six 72-seat lightweight day cars and a matching baggage. The 84'-6" passenger cars were built by CPR in 1949 and numbered in the 2200-series. During their overhaul, prior to entering service with the Royal Hudson, they were painted tuscan with gold trim and relinquished their numbers in favor of names commemorating communities served by BCR (albeit not all places which would see regular steam trains!). The six cars were: *Clinton*, *D'Arcy*, *Lone Butte*, *Mackenzie*, *Quesnel* and *Squamish*. The baggage car, a Canadian Car & Foundry product dating from 1953, received the name *Prince George*, and was fitted with headend power for the passenger cars as train speeds on the Squamish run were insufficient for the normal axle-driven generators to keep the batteries fully charged.

As the popularity of the new service became established, additional cars were added: day coaches *Lillooet* and *Pemberton*, and club car *Brandywine Falls*, a most appropriate name for a vehicle offering alcoholic and other refreshments! All came from the same 2200-series CPR roster, the club car being a 1958 CPR conversion, altered internally but with the same outside appearance as the others.

The next addition, however, was of a different vintage: a heavy-weight, part-open sided observation car which CP had converted in 1956 from coach 1422. Rebuilt as #598, it became *Mount Garibaldi* for its new life; owned by the West Coast Railway Association.

Later, when still more cars were needed, further CPR 2200-series cars were purchased: *Alexandria* and *Sundance* (day coaches), and *Shannon Falls* (club car).

During March-April 1977, three of the cars accompanied 2860 on a 3100-mile journey into western U.S. to celebrate Queen Elizabeth's Silver Jubilee and to promote tourism for B.C. The cars involved were *Prince George* as baggage/head end power car, *Brandywine Falls* as club car, and *Shannon Falls* which was converted for the occasion to serve as a display car exhibiting replicas of the Crown Jewels and other royal regalia.

The car fleet, having been stable for a few years, was increased when the B.C. Government purchased a batch of coaches from the American Freedom Train Foundation. These cars had an interesting history, built as long ago as 1920 as heavyweight commuter coaches for the Reading Railroad. They later ran on the Lancaster & Chester before being converted in the late 1960's into a mobile Sales and Display Facility for Springmaid Mills. Later, they were purchased by Ross Rowland for the Preamble Express before being used as office cars on the Freedom Train.

The cars were initially purchased in late 1977 for the Museum Train, being transferred in August 1978 to the Royal Hudson operation. For their new life in the West, three of the cars were again remodeled as Parlour Cars. They carried names originally borne by the sailing ships of Captain Cook. *Resolution* had facilities for dispensing food and drink, and was usually marshalled in the centre of the train; whilst *Britannia* gained an open rear observation platform and ran (one way, at any rate) on the rear. *Discovery* was luxuriously fitted with 22 seats and reserved for charter work. (A fourth car, *Endeavour*, also went to BCR, for cahrrtr work, and was transferred to the Prince George Railway Museum in 1989.)

The three cars, with others, went off-line with the Royal Hudson in March 1978 for a long tour of Eastern Canada and Chicago, again promoting tourism. 1979 saw yet another long-distance trip for 2860 and some of her cars, when the "Good Times Express" covered 4700 miles throughout western Canada.

*Pemberton* and *Mount Garibaldi* were taken out of service in 1984, the latter going to West Vancouver for storage pending mechanical work (still awaited). Thereafter, the consist of the Royal Hudson trains remained constant. The 1988 Royal Hudson brochure showed a roster of the cars normally used on each train. Going north, the consist comprised (in order): *Prince George* (baggage car), *Britannia* (club car/observation - open platform on south end), *Brandywine Falls*, *Lone Butte*, *Quesnel*, *Lillooet*, *Mackenzie*, *Resolution* (club car), *Sundance*, *Clinton*, *Squamish*, *Shannon Falls*, *D'Arcy*, and *Alexandria*. A footnote mentioned that when the charter car *Discovery* was added, it would be placed after *Prince George*. Clearly by this date, the two *Falls* cars had been re-converted back to their day coach configuration.

By 1993, the passenger cars, by then well over forty years old, were as one would expect, beginning to show signs of structural deterioration. At the beginning of that season, the four worst ones, *D'Arcy*, *Resolution*, *Quesnel* and *Sundance* were taken out of service. They were noted that summer parked on the Canadian Oxy track, near the former PGE barge slip in Squamish. Later they were moved into storage in Squamish Yard pending a decision on rebuilding.

With no spare cars available, replacements had to be located quickly, and BCR leased four cars from VIA. Cafe-bar-lounge 2505 took the place of *Resolution*, and the day cars were supplanted by coaches 5595, 5623 and 5628. The new cars were operated in their VIA blue livery, but with the two horizontal yellow bands replaced by a broader white one. The BC Rail herald appeared below the windows at one end of each car.

For the 1994 season, four more of the old cars were withdrawn: *Alexandria*, *Britannia*, *Lillooet*, and *Shannon Falls* being replaced by four additional VIA cars. As before, the replacements comprised a cafe car, 2503, and three day coaches, 5437, 5582 and 5652. A sample consist on July 7, 1994 showed all the new cars in use, along with veterans *Prince George*, *Squamish*, *Brandywine Falls*, *Clinton* and *Lone Butte*.

On that same day, an additional car was also in use. *Grand View* is an open-sided observation car, on the lines of the old *Mt. Garibaldi*. Painted green, it is leased from the local NRHS chapter.

At the end of 1994, the eight leased cars were finally purchased from VIA Rail. At the same time, a baggage car, 9618, was also obtained. By this time *Mackenzie* had also been sidelined, but the four surviving original coaches had a final outing with *Prince George* on December 17-18 when they were used for the sold-out "Jinglebell Express" excursions behind the Hudson. To fill out the roster, five further day coaches were purchased, numbered 5506, 5594, 5596, 5618, and

5642. These, as well as the earlier acquisitions, will be repainted in the same tuscan livery which has been used since Royal Hudson trips began. Appropriate names have also been allocated, and as before, these commemorate places served by BC Rail (see list below). The first repaint, *Porteau*, was released from the Squamish paint shop in February 1995.

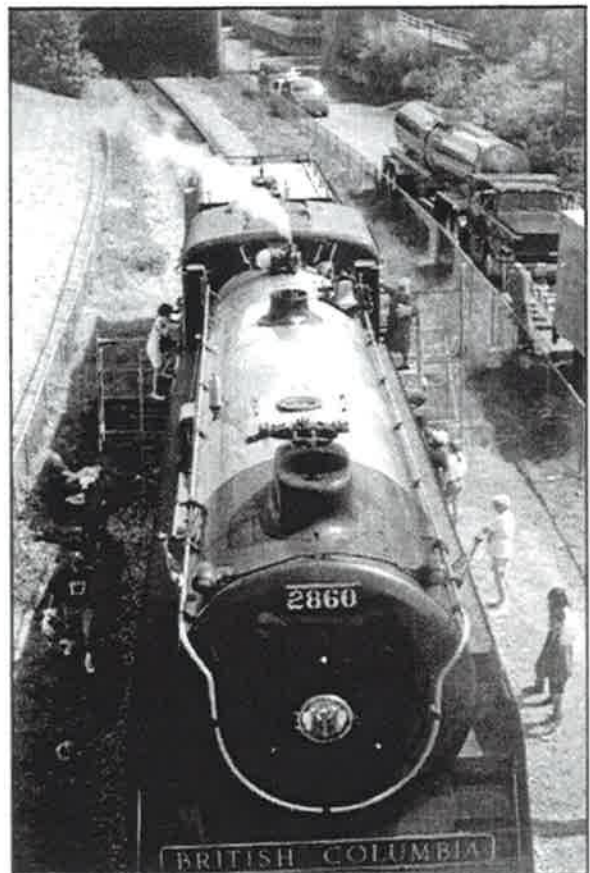
The fate of the old cars is as yet uncertain. It is to be hoped that some, at least, will be saved for museum display, if only to recall their twenty years loyal service on the "Royal Hudson".

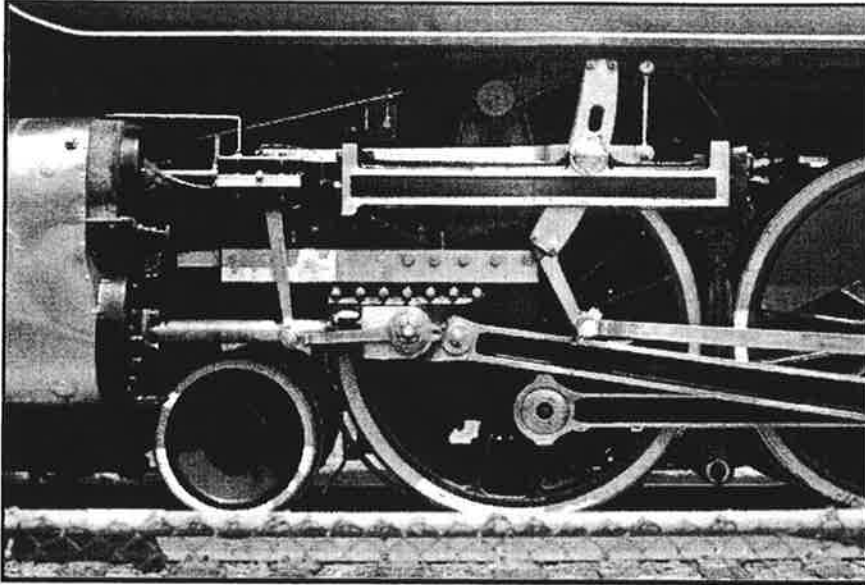
*My thanks to Robert Hart of BC Rail, Patrick O. Hind, Jim Moore and Ron Tuff for information supplied.*



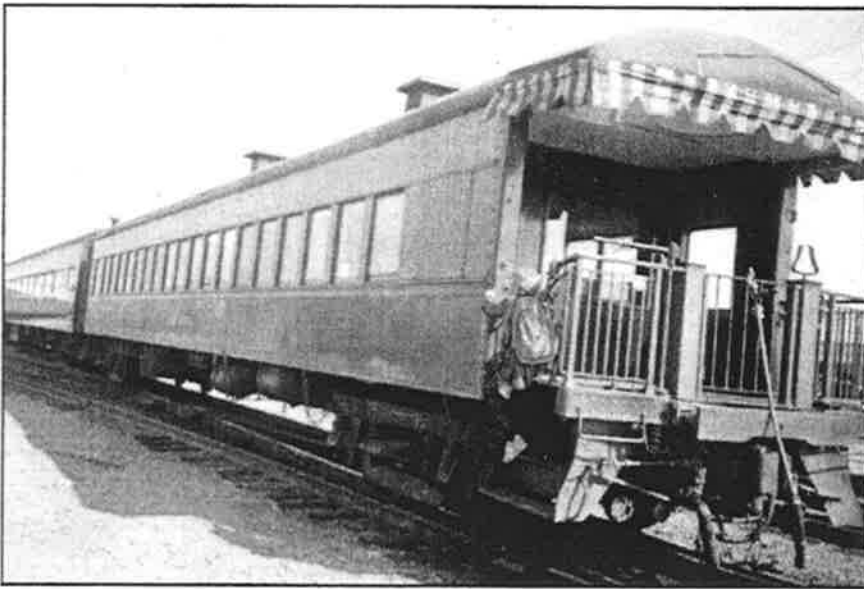
Royal Hudson crest, as displayed on 2860's tender.  
Ian Bareham photo.

Unusual overhead shot of 2860.  
North Vancouver, May 1994.  
Wendy Magnall photo.

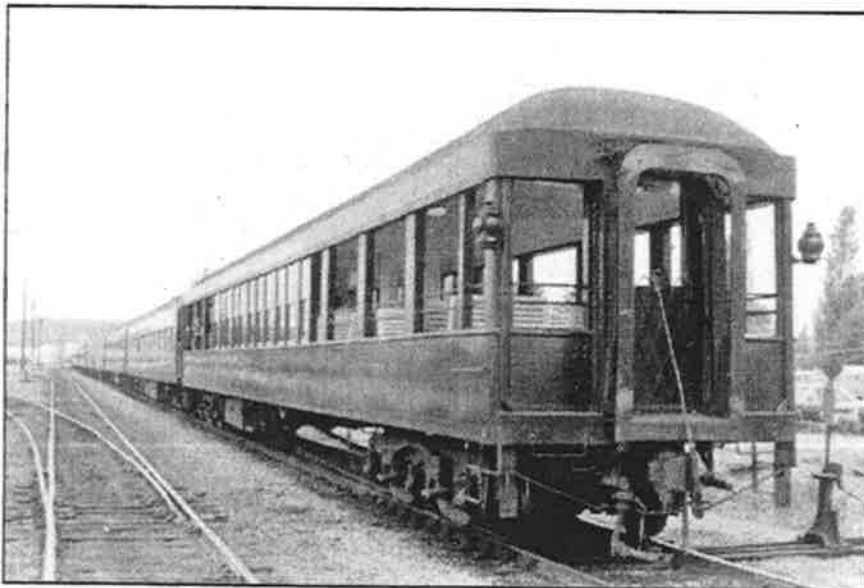




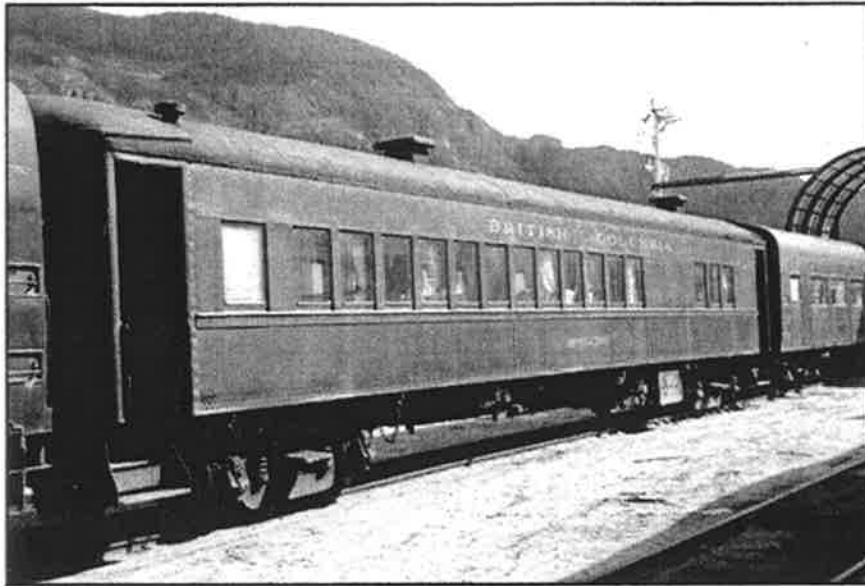
Closeup of 2860's  
immaculate valve gear.  
Wendy Magnall photo.



Observation car *Britannia* at  
North Vancouver, August 1986.  
Roger Bareham photo.



On one of its last revenue runs,  
observation car *Mount Garibaldi*  
at North Vancouver, August 1984.  
Roger Bareham photo.

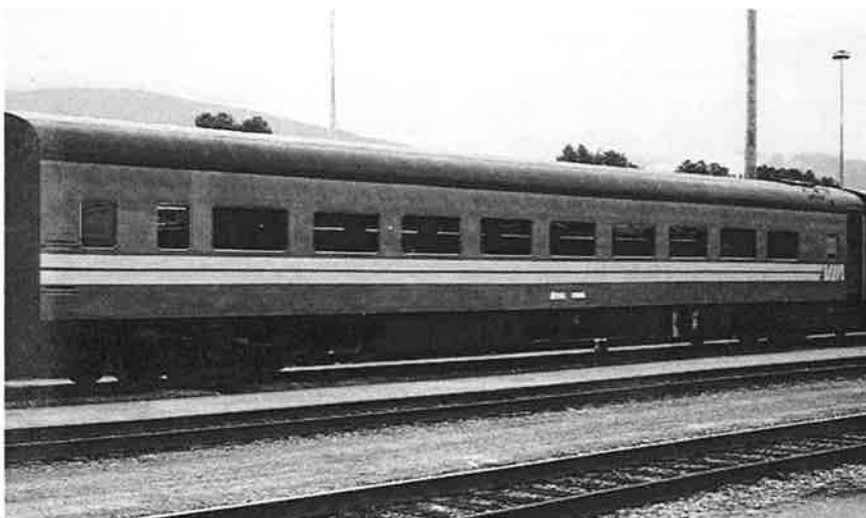


Cafe car *Resolution* in storage at Squamish, June 1993.  
Jim Moore photo.



While never officially part of the Royal Hudson fleet, *Endeavour* was used by the Railway for charter service. The car is now part of the Prince George Railway Museum.

June 1993.  
Andy Barber photo.



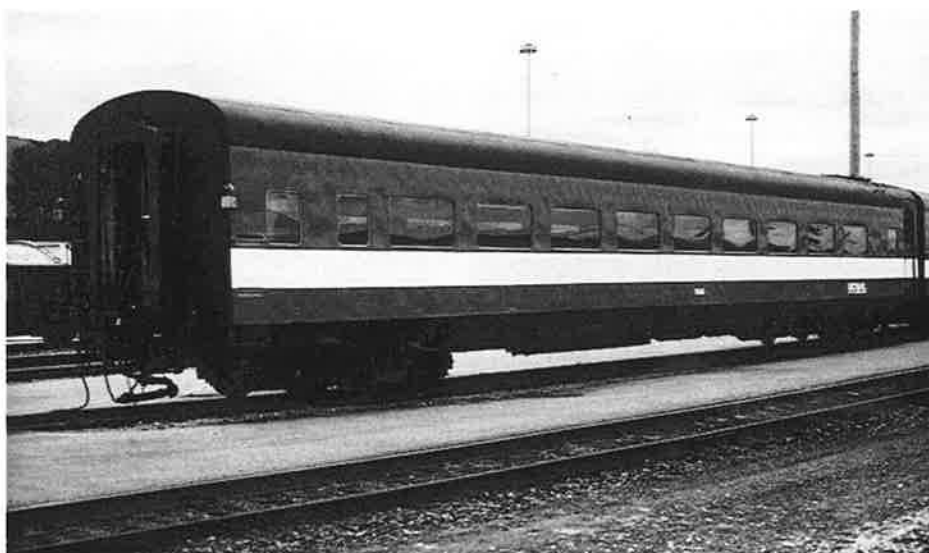
Still wearing its VIA colours, BCOL 15506 was shot in North Vancouver in July 1995. This coach would soon be renamed *Exeter*.

Ron Tuff photo.



BCOL 5618 in VIA's light blue with double yellow striping. Temporary lettering has been spray painted in white.

North Vancouver, B.C.  
July 1995.  
Ron Tuff photo.



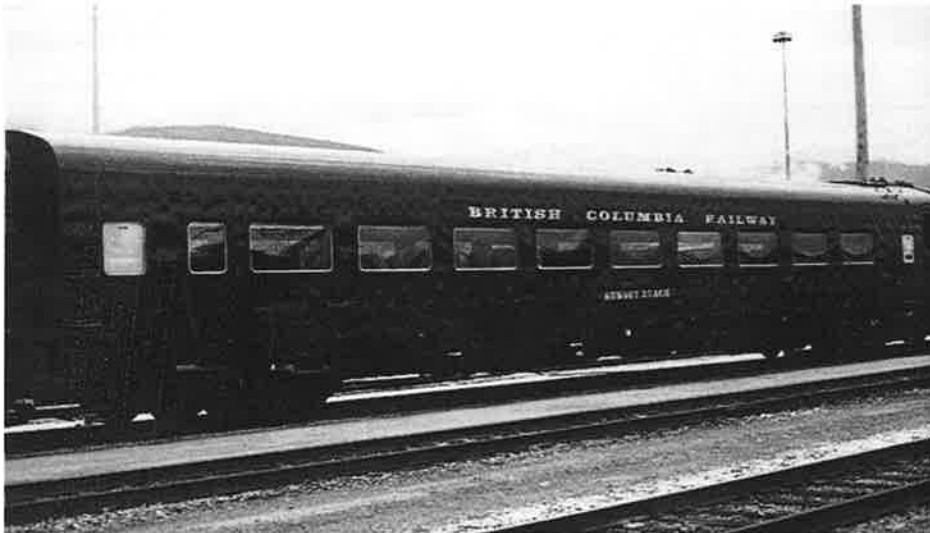
BCOL 5595 (Brunswick) wearing a single, wide white stripe (replacing the twin yellow VIA stripes).

North Vancouver, B.C.  
July 1995.  
Ron Tuff photo.



Cafe-bar lounge *Horseshoe Bay*. Note the railway's full name now appears above the window line.

North Vancouver, B.C.  
July 1995.  
Ron Tuff photo.



*Coach Sunset Beach.*

North Vancouver, B.C.  
July 1995.  
Ron Tuff photo.



Baggage-power car  
*Prince George*. The sign on  
the lower left refers to the  
internal Caterpillar power unit.

Squamish, B.C.  
May 1980.  
Ron Tuff photo.



Engine #2860 decked out  
as the Jingle Express.

Squamish, B.C.  
December 1995.  
Patrick Hind photo.

### Royal Hudson Fleet

Name	Car Type	Year Built	Year Acquired	Year Withdrawn	Former Identity	Notes
Clinton	coach	1949	1973	1995	CP2252	
D'Arcy	coach	1949	1973	1993	CP2267	
Lone Butte	coach	1949	1973	1995	CP2242	
Mackenzie	coach	1949	1973	1994	CP2270	
Quesnel	coach	1949	1973	1993	CP2271	
Squamish	coach	1950	1973	1995	CP2283	
Prince George	baggage-power	1953	1973		CP2757	
Lillooet	coach	1949	1974	1994	CP2241	
Pemberton	coach	1949	1974	1984	CP2238	
Brandywine Falls	cafe	1950	1974	1995	CP6601	1,4
Mt. Garibaldi	observation	1914	1974	1984	CP598	2
Alexanadria	coach	1950	1975	1994	CP2286	
Sundance	coach	1950	1975	1993	CP2296	
Shannon Falls	cafe	1950	1975	1994	CP6600	3,4
Cheakamus	stores	1939	1977		BCR4904	
Resolution	cafe	1920	1978	1993	RDG	5
Britannia	observation	1920	1978	1994	RDG	5
Discovery	lounge	1920	1978	1994	RDG	5,6
Horseshoe Bay	cafe		1993		VIA2505	7
Brunswick	coach		1993		VIA5595	
Porteau	coach		1993		VIA5623	
Sunset Beach	coach		1993		VIA5628	
Lions Bay	cafe		1994		VIA2503	8
Birken	coach		1994		VIA5437	
Whistler	coach		1994		VIA5582	
Capilano	coach		1994		VIA5652	
Exeter	coach		1995		VIA5506	
Seton	coach		1995		VIA5594	
Chasm	coach		1995		VIA5596	9
Dragon	coach		1995		VIA5618	
Kelly Lake	coach		1995		VIA5642	
Chalalath	baggage-power	1955	1995		VIA9618	

#### Notes:

- 1) Originally CP2290. Rebuilt to cafe-lounge, 1958.
- 2) Originally CP1422. Rebuilt to observation, 1956.
- 3) Originally CP2289. Rebuilt to cafe-lounge, 1958.
- 4) Reverted to coach circa 1986.
- 5) Originally Reading commuter coach.
- 6) Remains in use on BCR as business car.
- 7) Originally CN5570. Rebuilt to cafe-bar-lounge, 1964.
- 8) Originally CN5559. Rebuilt to cafe-bar-lounge, 1964.
- 9) Car was originally lettered "Chasim". To be corrected.

**HIGHWAY VEHICLES AND TRAILERS OF BC RAIL (PART TWO)** Laszlo Dora

B.C Rail has an interesting assortment of flatbed trailers, many of which are used principally for the transport of lumber products. The common lengths of 40' and 45' are most abundant, with a curtain sided-version also being spotted. An articulated version has also been seen. The 40' and 45' trailers are used in TOFC service, passing through Lilloet, and terminating in the North Vancouver yard where they are unloaded from the railway flat cars.

With the use of removable bunkers, the flatbed trailers can also be used to carry poles. A pair of bunkers add an additional 1320 pounds to the trailer's weight, or if stakes are used, then an additional 10 lbs. for each one.

**45' TOFC FLATBED TRAILER**

This installment of the intermodal equipment modelling series will outline how to model one version of the 45' flatbed trailers. Minor variations exist, so it is best to refer to photographs of the specific trailer to be modelled. Despite being a scratch building project, this should be no more difficult than building the straight truck box outlined in Part One (see Issue 20) of this series. For the trailers to look correct on the available modelled tractors (as detailed in future articles), as well as maximize on the use of pre-cut materials, some minor dimensional alterations were made. The finished model will appear very similar to the prototype.

The accompanying drawings and photographs contain all of the dimensional information and assembly details needed. The following steps, though in no specific construction sequence, provide additional information along with a few unique modelling tips:

- 1) Complete the construction of the trailer body prior to assembling the bogie (wheel assembly) since the location of the axles are determined by the height of the frame flange.
- 2) While A-Line wheels may be more prototypical, Herpa (Northern Details) wheels were chosen since they were slightly larger and would better match the tractor wheels. The associated overall trailer height in relation to the tractor would also look better. Purchase the newer treadled type wheels which look better than the original version, and are much easier to disassemble for painting. Do not buy the attractive oversized rubber version.
- 3) Photograph 3 shows the wheel bogie in various stages of assembly. The middle axle hole is round, while the outer holes are elongated to allow the trailer to sit well on uneven surfaces. Throughout the bogie construction, ensure that the two parts are identical. Once the trailer body is assembled, measure and locate the axle holes so as to ensure that the wheels just clear the flanges. The two sides of the bogie should then be joined with the three rods. While the glue sets, the assembly should be glued to the body. With the wheels temporarily inserted, adjust and align everything. This procedure is best accomplished using a tube type of plastic cement. Once the glue has set, glue on the flap supports checking that they remain in the correct position. Afterwards add additional glue to strengthen them.
- 4) To make the stake pockets appear to have a hole in them, use .025" styrene rod. Dip the end of the rod into black water based paint, use it as a stamp to make round dots. After each dip, stamp onto a scrap piece first in order to remove any excess paint, thereby ensuring uniformity.
- 5) To make the marker and tail lights appear as if they have rubber gaskets, use the previously noted technique in the following sequence:
  - a) Stamp a larger black dot using a .035" styrene rod.
  - b) Stamp a slightly smaller silver dot onto it. (.025")
  - c) Using the same smaller rod, apply some clear amber or red paint onto the silver dot.
  - d) Reflectors do not require the black dot. (.025")

This technique will produce brilliant looking round lights, and reflectors that will actually reflect some light.

6) These trailers have been observed with either plain black flaps or with the BC Rail herald imprinted onto them. To create the BC Rail herald, a pair of herald decals were applied onto dark plastic, which in turn was reduced (on a photocopier) to a size slightly shorter than the width of the dual tires. Onto the backside of the reductions, a piece of black paper was glued. After the flaps were cut out, the perimeter edges were painted black using a marker pen. Glue the flaps onto the flap supports.

## PAINTING THE MODELS

7) On most of the trailers, the wheel hubs were observed to be painted the same light green as the trailer body. However, on one photograph the hubs appear to be white. Closer inspection of some actual hubs revealed that there was a coat of white paint beneath the green paint.

The following paint formula use Floquil paints to match actual paint samples which Andy Barber had prepared using authentic colours obtained from BC Rail. Remember to thin the paint adequately.

LIGHT GREEN	4	parts	110009	primer
	6	parts	110087	depot buff
	1	part	110010	engine black
	32	parts	110048	coach green
	11	parts	110011	reefer white
	7	parts		crystal coat or gloss

Without an additional coat of 'Gloss' or 'Clear Coat', the painted piece will appear weathered. Since the available decals are the wet type, the above noted coat of 'Gloss' or 'Clear Coat' is necessary.

## DECALS

For this project, the only available decals are those made by Andy W. Scale Models. On sheet 1000, do not use the smallest pair of BC Rail heralds. Save these, as they are the only ones that will fit onto truck doors. Use any of the other small spare heralds that will fit, decals which are not part of a set intended for a specific purpose such as a freight car.

With regards to the trailer numbers, there is very little room for even attempting to arrange the correct number using wet type decals, so an easy alternate was to use pre-arranged freight car end numbers. Though not prototypical, the trailer numbers are barely visible, and only the avid knit-picker would realize the modeling short cut.

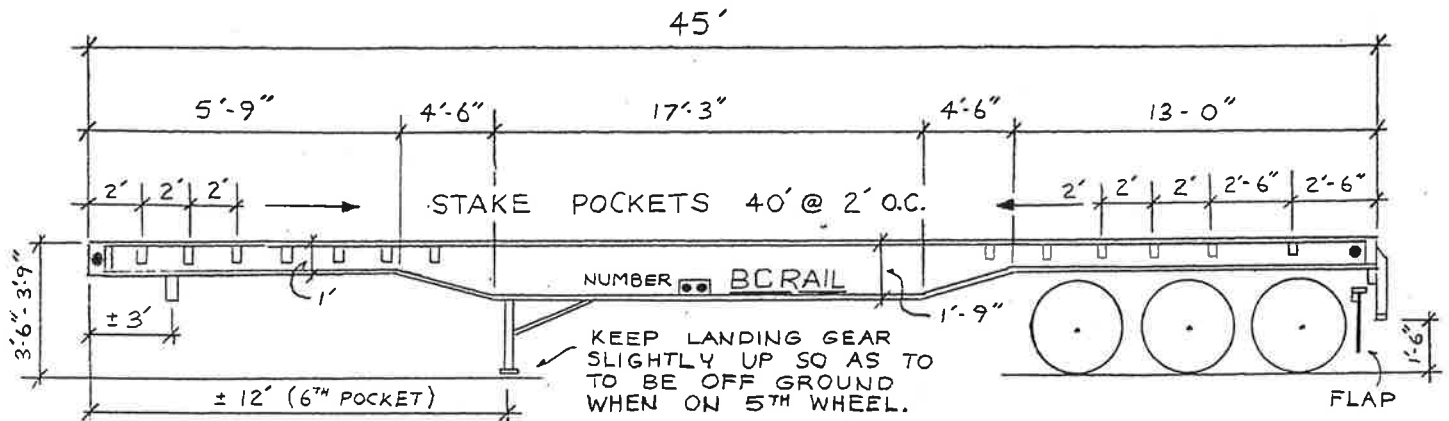
## CONCLUSION

As with Part One, by producing several models, greater construction efficiency was realized, and in the end I had a few more models for the layout. It is surprising at how quickly the vehicles thin out when placed around the yard. Other flatbed trailers will be reviewed in future installments of this series.

Prior to moving onto the construction of tractors and other interesting items (Part Four), a few odds and ends will be looked at. All are very simple projects, since little alteration is required. Two Thermo King refrigeration units and BC Rail's Chevy van will be examined. And yes, they are related to one another in the context of BC Rail's daily operations.

# 45' TOFC TRAILER

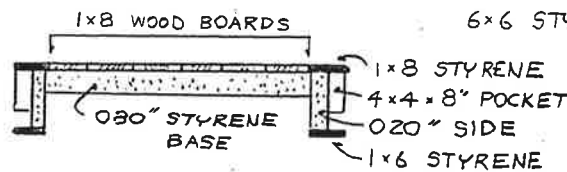
NOT TO SCALE



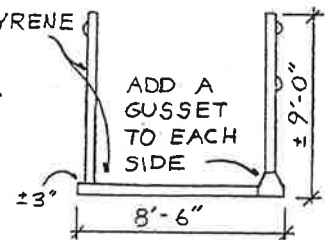
SIDE VIEW



FRONT  
POCKET  
PLAN

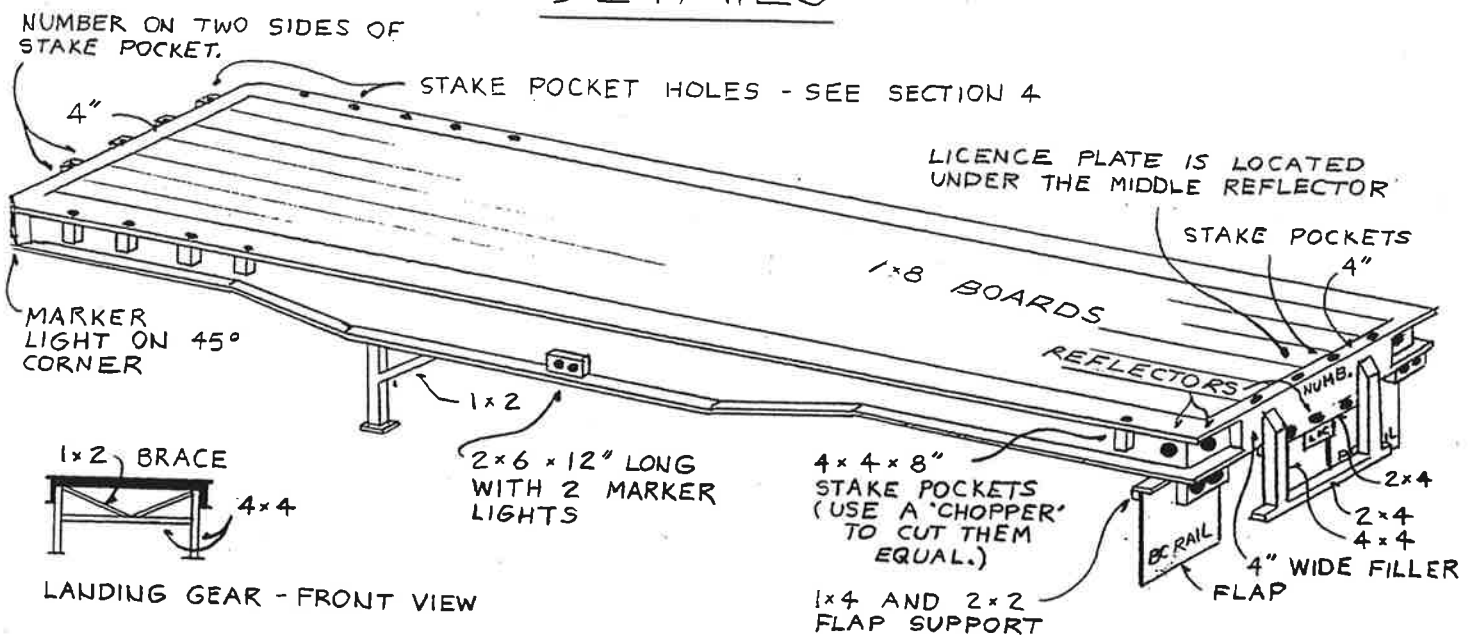


CROSS  
SECTION

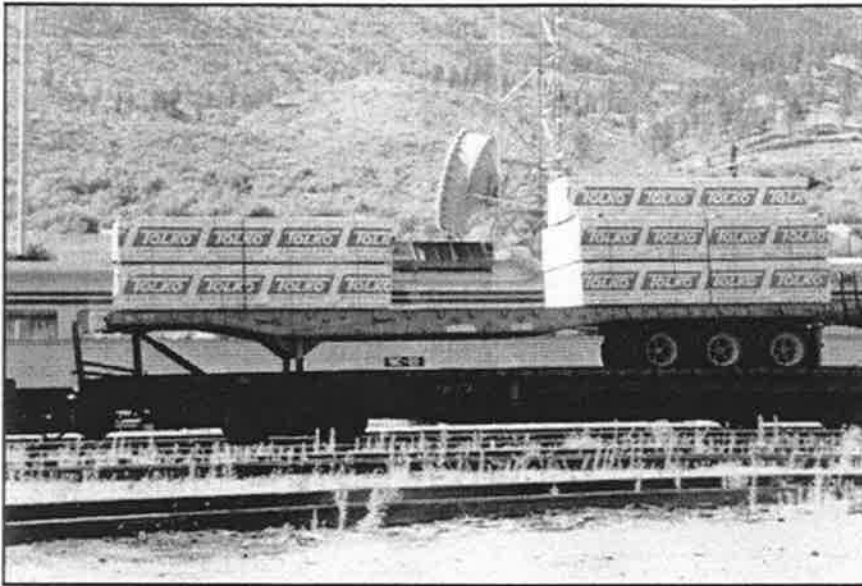


POLE  
BUNKER  
PLAN

## DETAILS



3/4 VIEW



The top two photographs show the 45-foot flatbed trailer which is the subject of this article.



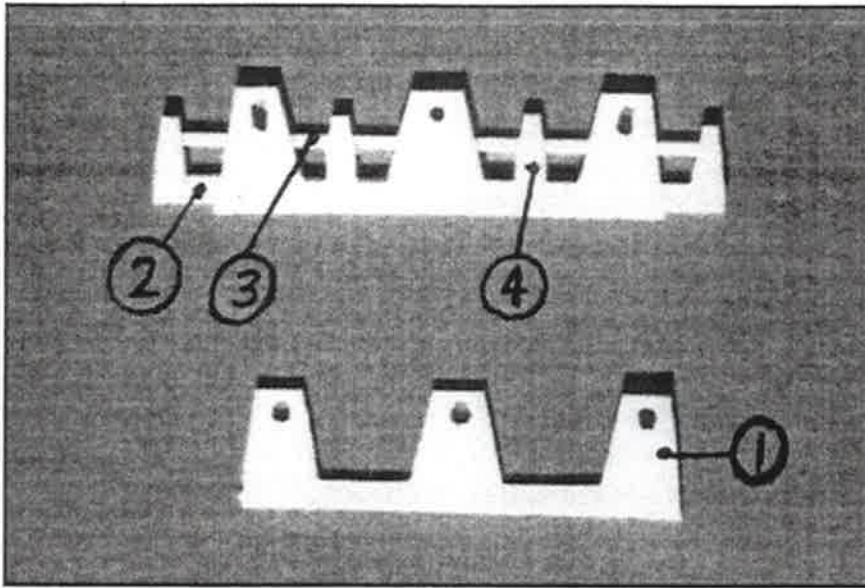
The trailer in the middle photo has white wheel hubs, which is rather unusual. Refer to section seven of the text.

Laszlo Dora photos.  
Lillooet, August 1993.

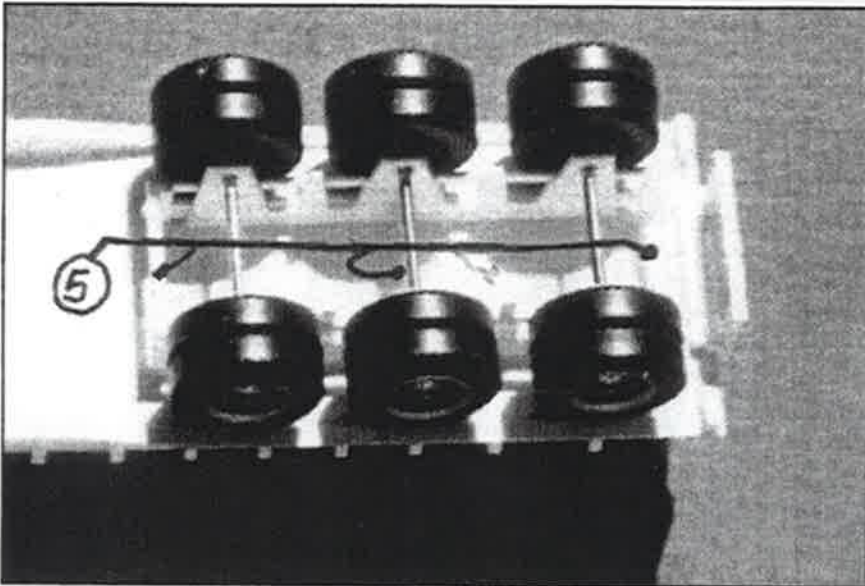


The bottom photo shows the wheels of a similar type of trailer. On the middle rim some of the top paint layer (green) has peeled off, exposing the white undercoat. The hub at the end of the axle is light grey, and its tip is red.

Andy Barber photo.



The top and middle photos show the bogie described in section three of the text. Part one is a scale 10'-6" wide. The circle items are:



- 1) axle support
- 2) 2 x 8 strip glued onto the outside of the axle support.
- 3) 2 x 4 strip also glued onto the outside of the axle support.
- 4) 2 x 8 tapered vertical strip.
- 5) Styrene rods holding the two sides together. There are three of them.



The lower photo shows the detailing found at the back end of the trailer. Do not forget to add a license plate which is a photocopied reduction taken from a photograph.

Laszlo Dora photos.

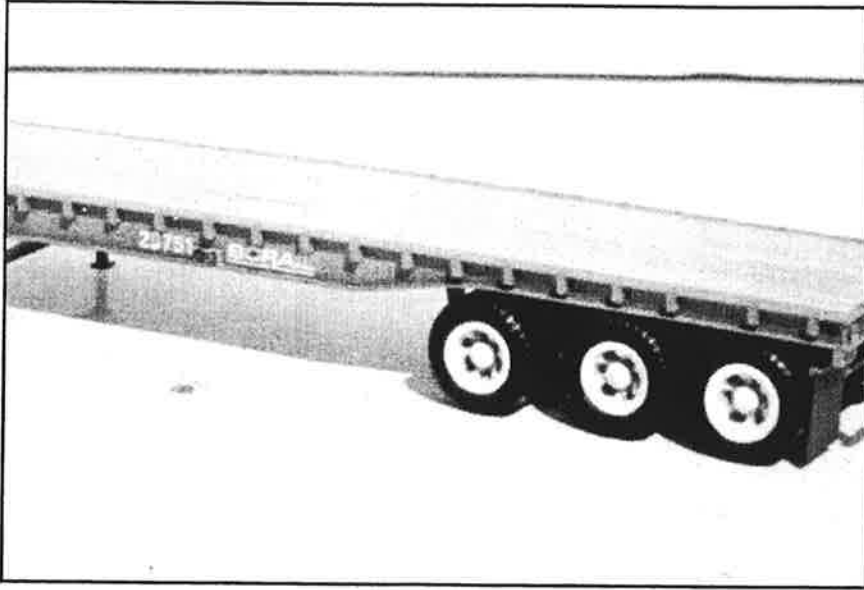
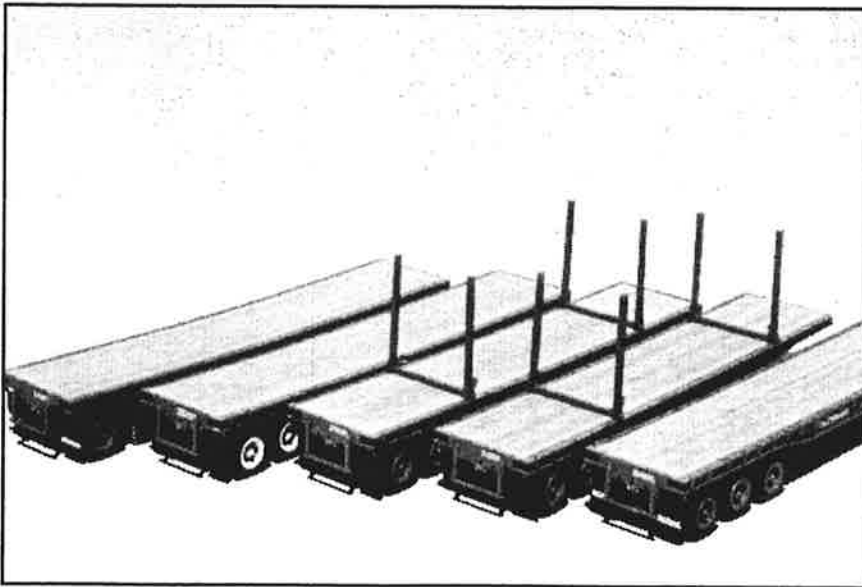


Photo showing side detail of one of the finished trailer models.  
Laszlo Dora photo.



The completed fleet! Some will be kept in the yard, while others will be placed onto awaiting flatcars.  
Jim Eager photo.

**End of Track... Fort Nelson B.C.****Ron Tuff**

Our 1995 pilgrimage to BC Rail country began during a heat wave on Monday June 26th. Andy Barber, Jim Moore, and I rented a car at Vancouver airport and set out to see the end of track .... Fort Nelson.

The plan was to obtain photography passes and scout the North Vancouver yard the first day, then early Tuesday morning, head directly north into Cariboo country. Our goal was to reach Prince George by night fall. Thanks to great weather and road conditions, we were able to stop briefly at Williams Lake and Quesnel for a few pictures before descending on Prince George yard at supper time. Late June in northern British Columbia provides daylight photography much later than I'm accustomed to, nearly 10 p.m.

Wednesday morning came early, as Andy had arranged a 7:00 a.m. tour of the Maintenance of Way shops. Following a discussion with one of the shop supervisors, we were introduced to several mechanics. With Andy's collection of HO scale locomotive photos, and a couple of back issues of *The Cariboo* to pique their interest, a crowd of employees quickly gathered. Soon we had gathered enough history and anecdotes to compile an article on derricks for an upcoming issue.

With another quick look around Prince George yard, we headed north for mile 511, the rolling stock graveyard. Situated adjacent to Highway 97, much of the company's obsolete equipment is being cut up for scrap in an old gravel pit. From a spur above the pit, we shot unique photos of car underframes and roof details for future model superdetailing projects. Before night fall, we had travelled up Highway 39 into the town of Mackenzie and backtracked to Highway 97 into Chetwynd.

At Chetwynd, the mainline heads north to Fort St. John, or diverges east to Dawson Creek to interchange with CN North America. We decided to carry on to Dawson Creek, on the border of Alberta. The prairie skyscrapers were imposing along the yard trackage for both railways. The BC Rail freight agent indicated that due to problems with a bridge on the CNAA line near Hinton AB, a considerable amount of extra traffic was being interchanged to BC Rail, and forwarded to Prince George. Grain traffic could be even heavier, however empty covered hoppers were in great shortage.

At Fort St. John, two CRS20's were switching the yard as the train from Septimus arrived with SD40-2's and a CRS20 leading. At the depot, they indicated two unusual "trains" were operating in the area. Budd Car RDC-3 BC-30 was touring the system, and had headed north earlier that day. As well, a group of thirty privately-owned speeders were being escorted from Prince George north by a couple of track patrol vehicles. At twenty miles per hour, sitting next to a small gas engine, what a way to see BC Rail's scenery up close!

As we neared Fort Nelson on the Alaska Highway, the air was particularly hazy. At the yard, BC-30 had already arrived and was being cleaned up, ready to return south the following morning. The haze was in fact smoke from nearby forest fires. Combined with the late evening sun, my photos could almost be mistaken for models as the smoke provided a featureless backdrop in every shot. At mile 980, a highway stop sign was planted between the last ties, signifying end of track .... Fort Nelson.

We awoke early Friday morning determined to arrive in Dawson Creek, 290 miles away, before noon to catch the switcher from Chetwynd. The daily train consisted of six locomotives including two CNNA GP38's, idling next to the grain elevators. By 1430, the crew had assembled the forty-one loads, and Jim and I climbed aboard for the ride back into Chetwynd. With speed restrictions due to the heavy traffic and light rail, we arrived about 3 1/2 hours later to meet Andy.

Saturday was Canada Day. Our first scheduled stop was Hasler Flats, 17 miles west of Chetwynd. Petrosul International has a modular sulphur pelletizing plant which processes and loads up to twenty 100-ton hoppers per day. The staff was very friendly and gave us a tour of their operation, just before two BC Rail CRS20's arrived from Chetwynd with empty hoppers to switch the plant.

We stopped at Kennedy to check out the connection with the Mackenzie Spur at mile 567 and photograph the work train equipment. Back at Prince George for the evening, we received permission to walk through the MOW equipment stored on the west side of the yard and document the cars. BC-30 arrived from Chetwynd as we were heading for the motel. As we neared the yard crew for the second time, my scanner picked up the conversation, "Who's that in the car?" The brakeman's reply was "Just some old fart in a pink shirt". As we drove past him, Andy rolled down the window and yelled out "It's a red shirt!". Sheepishly, the brakeman radioed the engineer "I guess they've got a scanner! They heard me".

Sunday morning was cool and wet. A big contrast from earlier in the week. Westbound on Highway 16, our destination was Fort St. James. Due to the route BC Rail takes from the wye at Odell on the Chetwynd Subdivision to Fort St. James, we didn't see any action before arriving in town. At Fort St. James the "Lovell Switcher" was ready to head north on the Takla Sub, an overnight trip due to the speed restrictions, even though only 126 miles. At the south end of the yard, the "James Switcher" was sorting cars and preparing to return to Prince George. The consist included a Santa Fe B36-7 and M420W #645 still in the green lightning stripe paint. By evening, we decided to tie up at Exeter.

Monday morning, amidst more cloud and light rain, we exited Highway 97, down #99 through Pavilion and into Lillooet for breakfast. Traveling the Duffey Lake Road through rain and fog, we finally arrived at Pemberton before noon. After photographing the station area and putting our cameras away, the pushers rolled into town from Mons with two SD40-2's and a new 9-44CW. After listening to the dispatcher's lineup on the radio and talking to the pusher crew, we decided to carry on to Squamish.

At the Engineering Office, we arranged for hard hats and permission to walk through the shop area. The latest CRS20 rebuild, #626 was sitting outside the Rebuild Centre. In the dead storage tracks were four wrecked M420's, three RDC's and RS3 #576.

Near the Lion's Gate Bridge in North Vancouver, after a quick stop at the north end of the yard, we had come full circle. In seven days, we had driven over 2200 miles and visited almost every subdivision. Caboosless trains were operating on through trains south of Chetwynd and with so many stored, and apparently for sale, we photographed each one. As we walked through yards and along passing sidings, we documented as many dogwood herald British Columbia Railway cars and examples of non-revenue equipment as possible.

The Railway's employees were extremely courteous and helpful. With a handful of model shots and past issues of *The Cariboo*, we made friends throughout the trip by respecting company property, sharing our interests and encouraging support of the British Columbia Railway Historical & Technical Society.