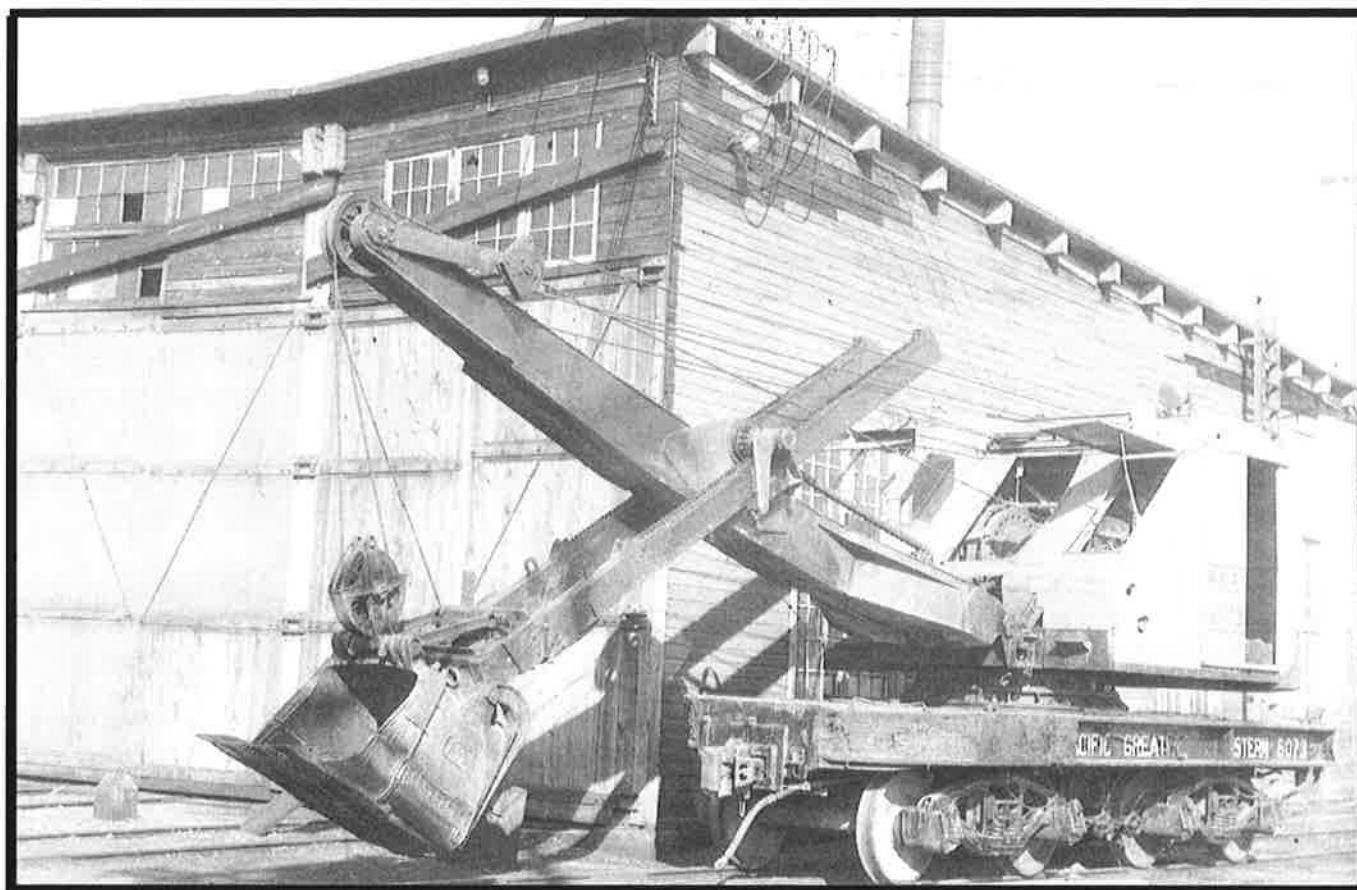




The CARIBOO



The British Columbia Railway Historical & Technical Society



Issue 26

October 1996

Cranes and Ditchers

Sulphur: An On-Line Industry

Flat Car Assignments

NEWS ITEMS

Edited by Jim Moore

TO PRIVATIZE OR NOT TO PRIVATIZE? Brian Lewis

That is becoming a key question in B.C.'s election campaign and it's focusing on what some call the "cream of B.C. Crown corporations"-- the BC Railway group of companies, which has \$1.5 billion in assets and directly employs 2,500 employees.

The head of the Province's Liberal Party has placed BC Rail front and center as an election issue when he released his economic plan in early May. A key component of the plan has a new government privatizing BC Rail and BC Systems Corp. to earn a one-time \$1 billion revenue windfall.

Most of the money would come from selling BC Rail. Without it, the Liberal's plan to reduce government spending by \$3 billion, while trimming \$2.3 billion off the direct debt over the next full term, would be in the soup, as it were.

The leader of the province's Reform Party jumped onboard by promising to move BC Rail's headquarters from North Vancouver to Prince George, while guaranteeing its ongoing operation of existing rail services north to Fort Nelson.

According to a Reform Party spokesman, "After listening to the people who would be most affected by the decision (read potential Reform voters), we concluded that it is in the best public interest to retain the railway as a core component of our publicly-owned transportation system."

As for BC Premier Glen Clark and the ruling New Democratic Party, they would likely stage charity bingos in Nanaimo before selling BC Rail.

On Our Cover...

Ditchers, cranes, and probably another nickname or two. These ubiquitous devices have captured the eye of many a railfan. Lawson Little presents a photo essay of cranes, both past and present, beginning on page five.

Glen MacGregor lensed #6073 next to the former Squamish engine house on February 28, 1960. Photo courtesy of GTC Collectibles.

The CARIBOO

PUBLISHER: Jim Moore

EDITORS: Andy Barber
Paul J. Crozier Smith
Greg M. Kennelly
Lawson Little
Ron Tuff

CONTRIBUTORS:

Ian Bareham
Jeff Briggs
Grant Ferguson
Patrick O. Hind
Timothy J. Horton
Gary Oliver
Ross Pugsley
Dan Rowsell

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.

The Cariboo is copyrighted as a collection, and retains all rights to editorial changes, designs, and artwork used in features.

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 BCRH&TS, 25852 McBean Parkway #187, Valencia, California 91355. Sample issues are available for \$5 USD or \$6 CDN.

A glance at BC Rail's newly released 1995 annual report shows what it is regarded as a Crown jewel by politicians who want to sell it as well as those who don't. It has turned a profit in 15 of the past 16 years, and hasn't drawn any taxpayer subsidy since 1993. Net income in 1995 was \$46.7 million, which together with a record revenue of \$425.1 million, represented what it says was "one of the most successful years in the history of the organization". For 1996, the railway forecasts a profit of \$56.6 million and will pay B.C. a \$10 million dividend. BC Rail is now a pure, commercial venture, the only B.C. Crown corporation that's non-government funded as it operates in full competition with the private sector in all its business sectors.

They include: BC Rail Ltd. (Canada's third largest railway, including truck operations); Vancouver Wharves Ltd. (the largest multi-product deep-sea loading terminal on North America's West Coast); Westel Telecommunications Ltd. (it operates in small and medium-size business and residential long distance telephone); BC Properties Ltd. (a real estate operation) and BC Ventures Inc. (it's doing a joint venture coal mine development adjacent to BC Rail's northeastern mainline).

"This won't be a fire sale", Prime Minister Campbell told *The Province* editorial board recently. "Our job will be to maximize the benefit of this sale and we've already has a number of people contact us who are interested."

Likely one of those interested is Dennis Washington, the 61-year old U.S. businessman who already owns a good part of B.C.'s tug and barge industry (e.g., Cates, Seaspan International), as well as Southern Railway of B.C., the former rail division of B.C. Hydro.

No doubt newly privatized CN Rail would also be interested and transportation analysts say there would be no shortage of buyers.

Campbell says he would sell to U.S. or offshore buyers if that proves to be the best deal. He also hasn't ruled out issuing BC Rail shares to the public.

Ed Note: On May 28, the New Democratic Party was re-elected, with a slim majority of two seats over the Liberal Party, which posted major gains. Within days, the NDP announced that last year's budget surplus was in fact a deficit, and that the forthcoming year's predicted surplus would also be a deficit.

Capital spending freezes are now in effect. Just exactly what role BC Rail will play in this turn of events is not presently known. (*The Province* via Ian Bareham) □

On March 28, what appears to have been a movie train was westbound at West Vancouver right at 1600 hours. Power was SD40-2 #758 pulling the *Caribou* and other Summit cars, a blue Royal Hudson coach and a caboose. The cars were lettered "Olympia Rail" in gold on tuscan red, although the lettering was small and the BC Rail colours and lettering were still there.

On April 28 at 1200, again at West Vancouver, a powerful freight led by seven units (Dash 8 #4604; B36-7 #7487; SD40-2s #753, 767; B36-7's #7492, 7494, and SD40-2 #752), then mid train Dash 8-40CM #4602. (WCRA News) □

A number of problems occurred in April due to soft roadbed in the north as the spring thaw and river runoff began. On April 8, a locomotive and eight log loads derailed at mile 267.4 of the Takla Sub, resulting in a five day line closure. Then on April 9, two cars derailed at mile 252.8 of the Lillooet Sub due to a beaver dam letting go. The mainline was closed for 40 hours as a result. Problems continued, with a major derailment at mile 635.2 of the Chetwynd Sub, with 14 cars (one loaded lumber, two boxes, eleven LPG tanks) on the ground. The line was closed for 3 ½ days at this point. (WCRA News) □

With the timecard change effective April 29, the Tuesday and Thursday Squamish-Lillooet wayfreight has been annulled, replaced with a northbound freight originating at Squamish at 1500 hours on those days. (Ed Note: There are now four northbound trains daily through Squamish and the same number south.) Problems continue, with through crews operating North Vancouver to Lillooet or reverse, often they go "dead" at Squamish and another crew must be called in to finish the trip. Could there be a chance that the Squamish Sub might again originate in Squamish and the Howe Sound Sub return?

The evening switcher Squamish to North Van has been changed. The job now goes down about noon and returns about 1930 hours. It then ties up at Squamish and is the power for the Lillooet job the next day. (Patrick O. Hind) □

Two new subsidiaries have been added to the BCR Group of Companies. BCR Ventures will seek related business opportunities to diversify the Group's revenue base. The Willow Creek coal feasibility project north of Chetwynd is an example of the new subsidiary's direction.

A second subsidiary, BCR Leasing (US) Inc., has been created to allow BC Rail to lease railcars from United States manufacturers. BCR leasing was established because of a statute under U.S. law which does not allow American manufacturers to lease equipment to foreign companies. (BC Rail *Coupler*) □

Some BC Rail stalwarts have called it quits after more than 50 years on the job.

With the last scheduled trip of Motor Car M19 #123 – better known to track watchers everywhere as a speeder—these tiny, yellow putt-putting track patrol vehicles faded into history late last year with a final run from D'Arcy to Lillooet.

The transition to hi-railer trucks began in September 1993 with the introduction of two vehicles in Squamish. (See Issue 19, January 1994) The fleet has since grown to five, and with the departure of #123 on October 19, the entire Squamish Sub is now patrolled by hi-railer. Hi-railers are Dodge 4x4 Dakotas, equipped with retractable h-rail running gear that allows them to run on road or rail.

Over the years, motorized speeders came in many guises. Boxed-in examples like No. 123 first appeared on the old Pacific Great Eastern in 1944. They replaced the so-called one-lungers", which were single-cylinder, open-top versions with only a windscreen between the operator and all the elements B.C. had to offer. Starting a one-lunger was an inexact science. Operators had to hand crank a flywheel until there were sufficient revolutions to throw a spark switch, at which point –luck and weather permitting—the tiny motor sputtered feebly into life.

Before one-lungers, pump-handle cars and velocipedes – flange-wheeled bicycles with track-width outriggers for stability—were more or less standard gear for track inspectors and surveyors throughout North American railways. Velocipedes were used on BC Rail as recently as the 1970s, when real estate track surveyors hauled the, out of dusty retirement to work on the Fort St. James extension. (BC Rail *Coupler*) □

As part of the recently begun grocery chain contract, BC Rail has begun dressing up 60 new trailers in the new livery. It takes about 30 hours to apply decals onto one trailer. The red and black letters are cut out in the vendor's North Vancouver facility, and the large mixed produce decals are laser printed and cut in Winnipeg. Hundreds of rivets securing the many aluminum panels on trailers and fitting the adhesive film around each fastener is a time consuming task. (BC Rail *Coupler*) □

Fort St. James, established in 1808, is the oldest community and trading post in B.C., and sits on the shores of beautiful Stuart Lake. The town's population is 5,000 strong and area has four sawmills which are the mainstay of the economy.

BC Rail did not arrive until 1972-73. The line north closed down in 1981 at a place called Chipmunk, mile 309, because of the diminishing forest supply around Prince George. The mills asked to reopen the line to Lovell, mile 197, which BC Rail did in December 1990. It now hauls cars of logs from Lovell and load-out at mile 198. It continued on to a lonely spot called Minaret, mile 273, where another load-out was built. The first log train came down the track in February 1994 from Minaret. Ninety-five percent of these logs feed mills in the Prince George area.

The last usable road ends at mile 222, so BC Rail crews north are on their own in a land of now and ice --with winter temperatures of minus 35 degrees Celsius on a good day. As winter is the "rush hour" season, BCR has anywhere up to seven crews on the road – two of which work out of Lovell, one yard crew, four station staff, one working foreman, one track inspector, and three section crews at Fort St. James, Tachie, and Takla.

The Fort St. James station as built in 1990, and the bunkhouse with 16 rooms and was built three years later. A bunk house in Lovell with 12 rooms was completed the same year. (BC Rail *Coupler*) □

BCR saw yet another derailment, this time on May 29 at Mile 89.2 Squamish Subdivision. Eleven cars were on the ground right alongside the highway. Although no power was involved, yet the derailment, which occurred between the lead units and the four unit pushers, tied up the line for three days. (Patrick O. Hind) □

CONTINUED ON PAGE 21.

Some Notes on Cranes

Lawson Little

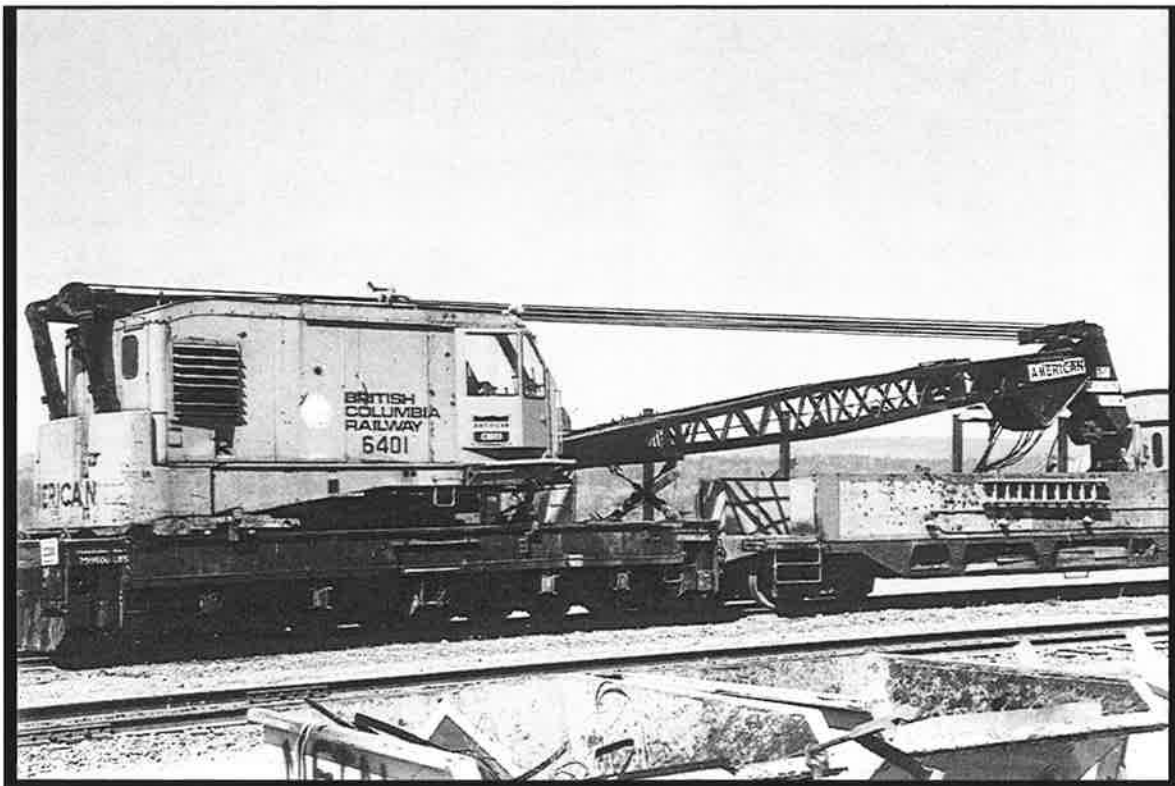
Unlike locomotives, railroad cranes rarely get a second glance unless they're engaged in cleaning up a particularly spectacular disaster. So it's no surprise that many of the cranes operated by PGE and/or BCR are relatively little known. The following observations are not intended as an exhaustive survey of the subject, but rather as a modest foundation on which, hopefully, others will build.

Information on the early years is extremely scarce. Originally, steam was used to power cranes, as well as their close cousins, the mechanical ditchers. A Marion *Loader* crane was on the PGE roster as early as 1915, and some steam ditchers were still in use forty years hence.

Later acquisitions were diesel-powered, providing instant availability as well as significant economies in operation. Units of which firm details are known are listed below:

6401 and 6501

These 150-ton monsters were the biggest cranes on the railway, providing the front-line response to wrecks. 6401 was based at Prince George, while 6501 operated from Squamish. This positioning ensured that one or the other could reach an incident anywhere on the system without undue delay (although they were sometimes used together as circumstances dictated, as shown in the photo on page 265 of Garden's book).



American Hoist #6401 at Prince George. July 1993. (Jim Moore)

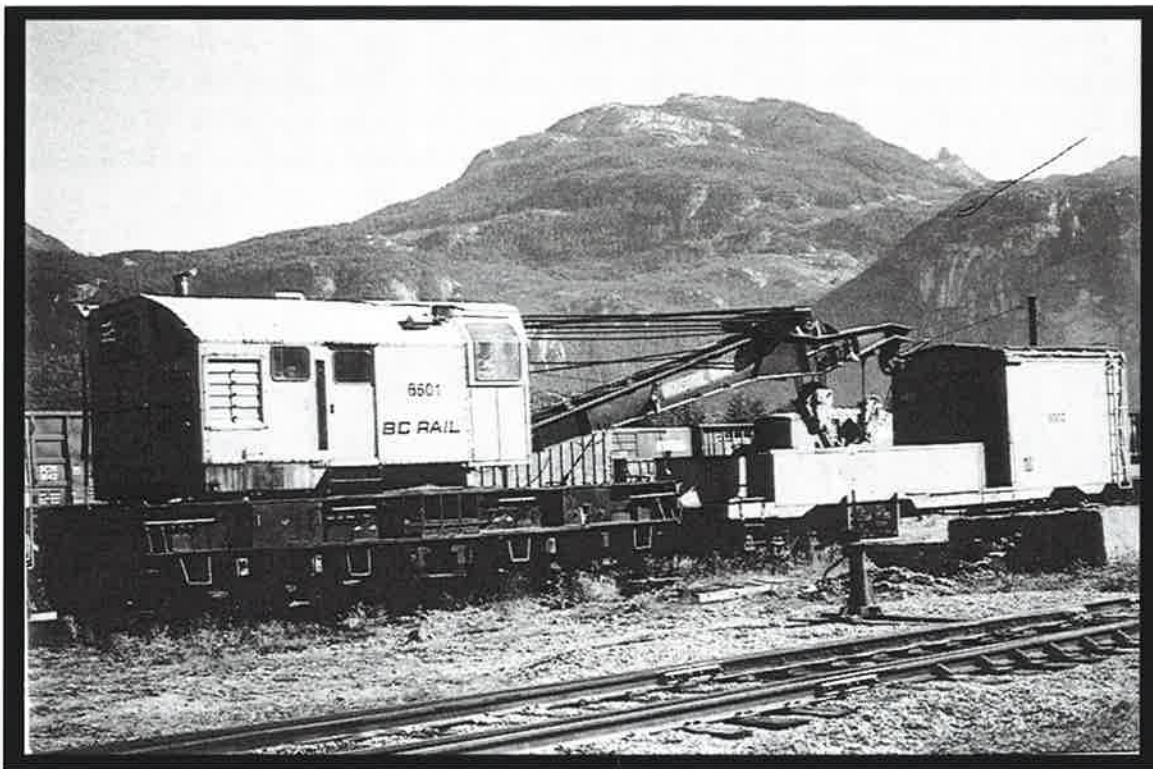
6401 is an American Hoist Model 7040 crane (Serial No. 3854) and was built in 1943. It was acquired by the PGE seven years later. *Canadian Trackage Guide* (CTG) lists it as being originally numbered 6072, but this is incorrect. 6072 was a much smaller unit (see details below). Also known as LC-2, 6401 runs on two six-wheel trucks and, like fellow BCR cranes, is painted yellow, with black jib, underframe and trucks. It is usually accompanied by Crane Tender 6402, a curious half-boxcar/half flatcar with a strengthened underframe of distinctly home-built appearance. 6401, which is powered by a Caterpillar D333 diesel engine, carries the moniker *Northern Star*.

6501, a more modern unit, was built by Industrial Brownhoist (Serial No. 12361) in 1957. It was originally numbered 6076, and like the other 150-tonner runs on very compact six-wheel Buckeye trucks. It too has a Crane Tender. both crane and tender painted yellow-orange. This one, numbered 6502, is more recognisable as a kitbashed 40-foot boxcar. It is shorter than 6402, since its companion has a shorter jib.

Both 150-tonners were placed in store by 1995, their places taken by mobile high-rail truck cranes, but were retained temporarily as back-up cover. In October 1995, 6501 and its crane tender were donated to the WCRA Museum at Squamish. It is believed that 6401 will be similarly passed to the Prince George Forest and Railway Museum in the near future.



Another view of #6401 showing crane tender #6402 in more detail.
(Jim Moore)



Brownhoist #6501 awaits its next call to duty. Squamish, June 1993.
(Jim Moore)



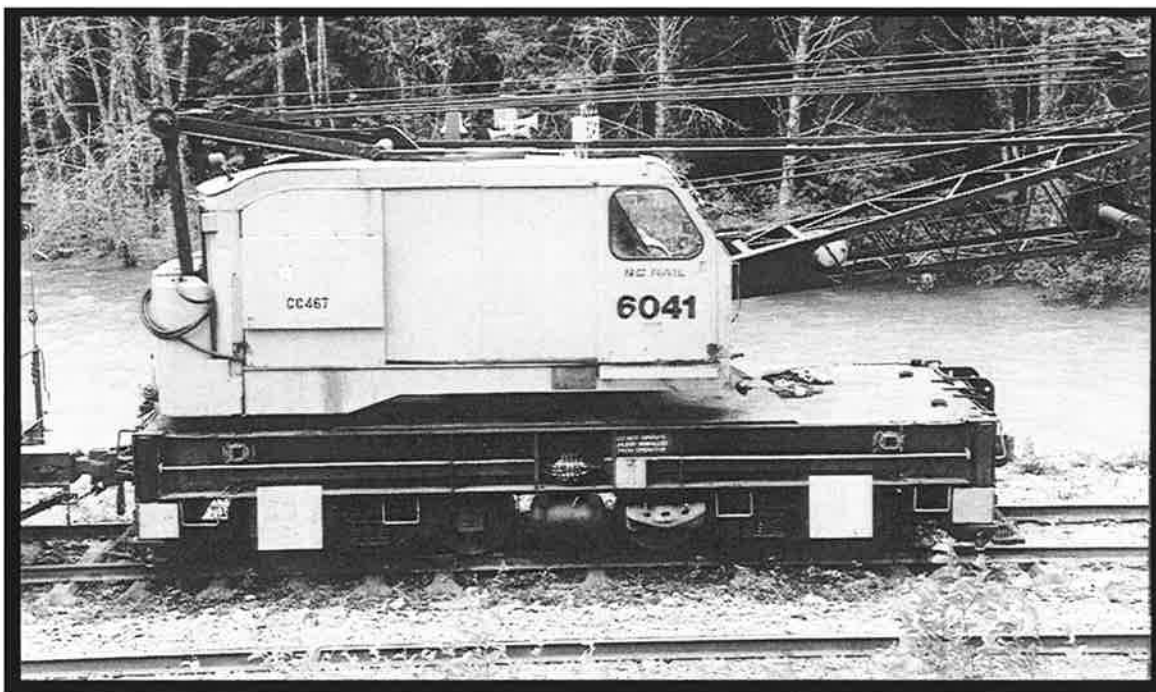
A closer look at crane tender #6502, seen in Squamish in August 1991.
(Grant Ferguson)

6041

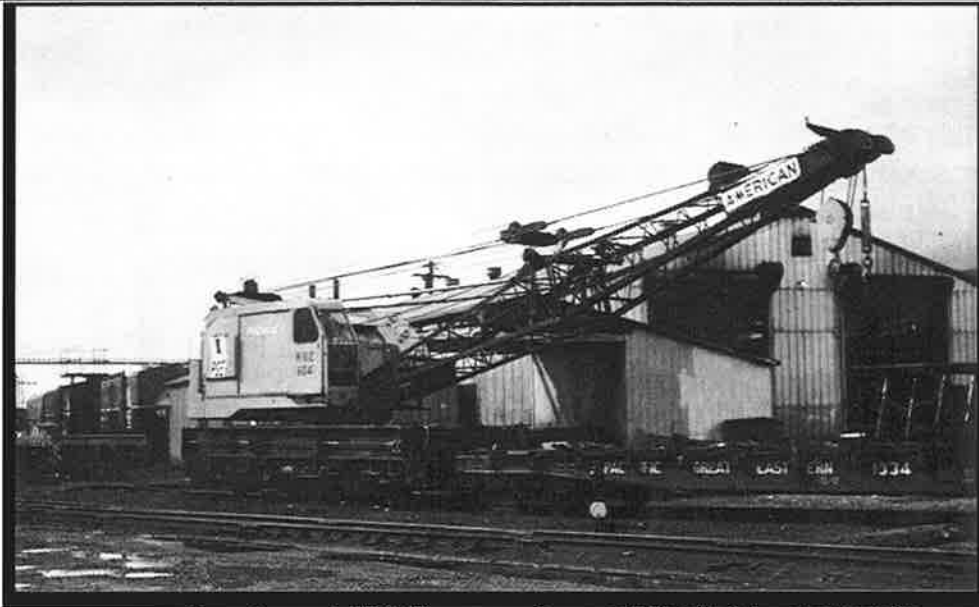
Next in descending size order, this 75-tonner was also built by American Hoist Model 7040 (Serial No. 1-3855) in 1969. Running on four-wheel trucks, it also bears what is presumably an Inventory Number (CC467) and is used mainly for bridge work. 6041 is painted yellow; with black underframe, trucks, and boom. It is powered by a Caterpillar D333 diesel engine.



The other American Hoist on the roster is this 75-tonner --#6041-- spotted in July 1995. (Jim Moore)



A closer view of #6041. Note the tiny dogwood herald and the second number. (Jim Moore)



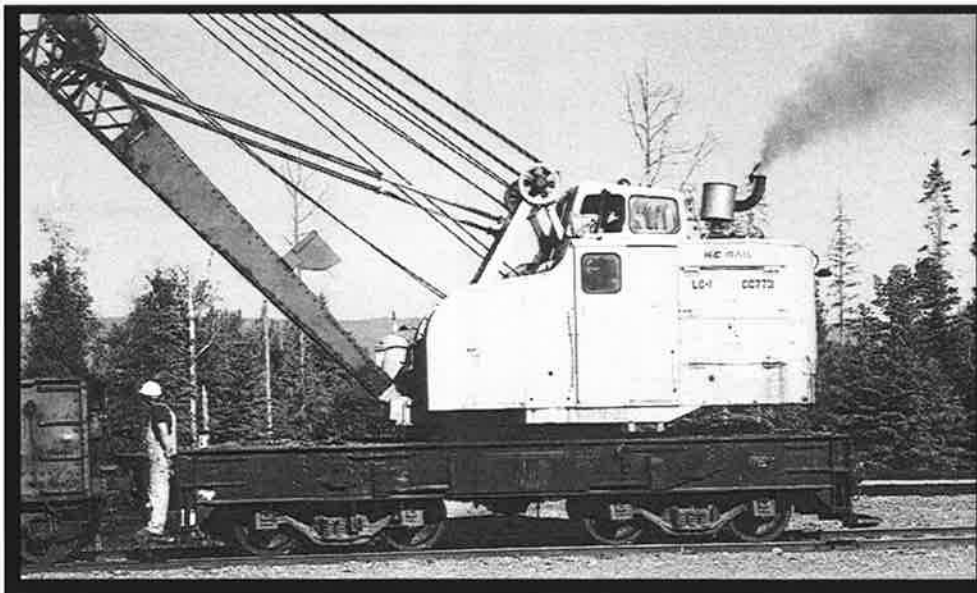
An earlier view of #6041, seen here at North Vancouver in March 1972. (Grant Ferguson)

6043

This Brownhoist Model DE50 50-tonner (Serial No. 12261) was built in 1953. Powered by a Cummins HR6 diesel engine, 6043 (inventory number CC773, not CC451 as stated in *CTG*), carries yet another number: LC-1 (for Locomotive Crane No.1).

According to a railway employee, 6043 is restricted to material handling duties in Prince George Yard due to air-brake incompatibility. The same source also maintains that this crane was built before WWII, and was used in a San Francisco area Army Depot before being purchased by the PGE. Clarification is needed.

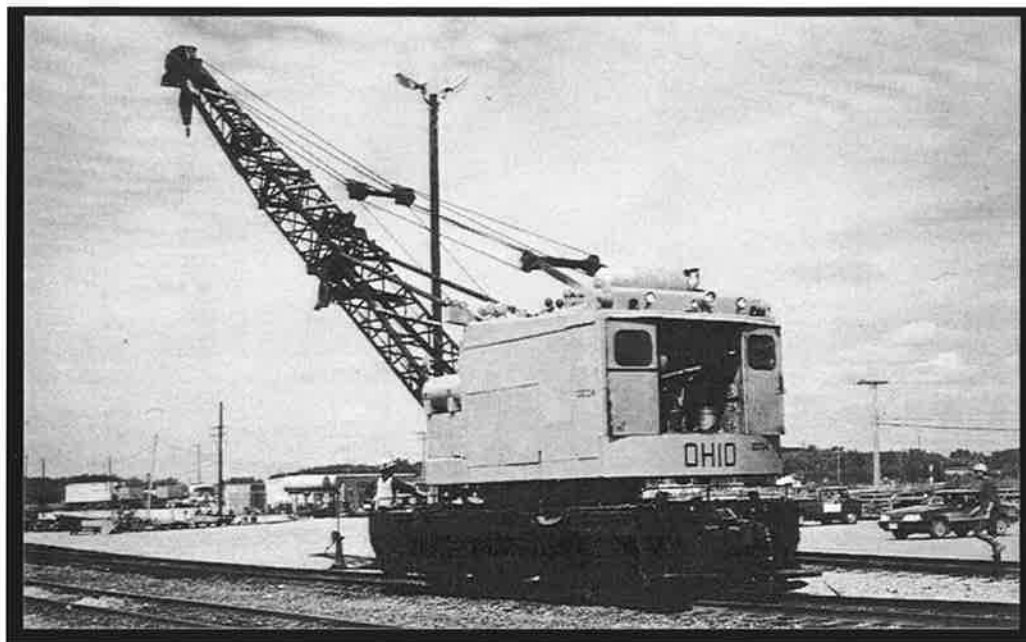
The unit is painted yellow; with black underframe, trucks, and boom.



Brownhoist 50-tonner #6043 carrying two alternative numbers! Seen at Prince George, July 1995. (Jim Moore)

6044

Built in 1974, this 25-ton crane was manufactured by Ohio Locomotive Crane as a Model DE250 (Serial No. 5049). It has a Caterpillar D343 engine, and according to *CTG* has also been numbered LC724 and LC-3! It is used for general lift work.



Two view of #6044 courtesy of
Ross Pugsley.

Above: Squamish, August 1972.

Left: Ft. St. John, May 1990.

6045-48

This quartet of modern 20-tonners (LC 3-7) are carried on two axles only, and were built by Pyke Cranes as Model 8020's. 6045 was manufactured in 1986, the others a year later. Serial numbers are 8615, 8704, 8705, and 8706, respectively. These cranes, which feature hydraulic transmission, can move up to four gondolas of loaded rail if required. The Pykes are powered by Detroit Diesel 6V53T's.



Above: Pyke 20-tonner #6045
at Dawson Creek, July 1995.
(Jim Moore)

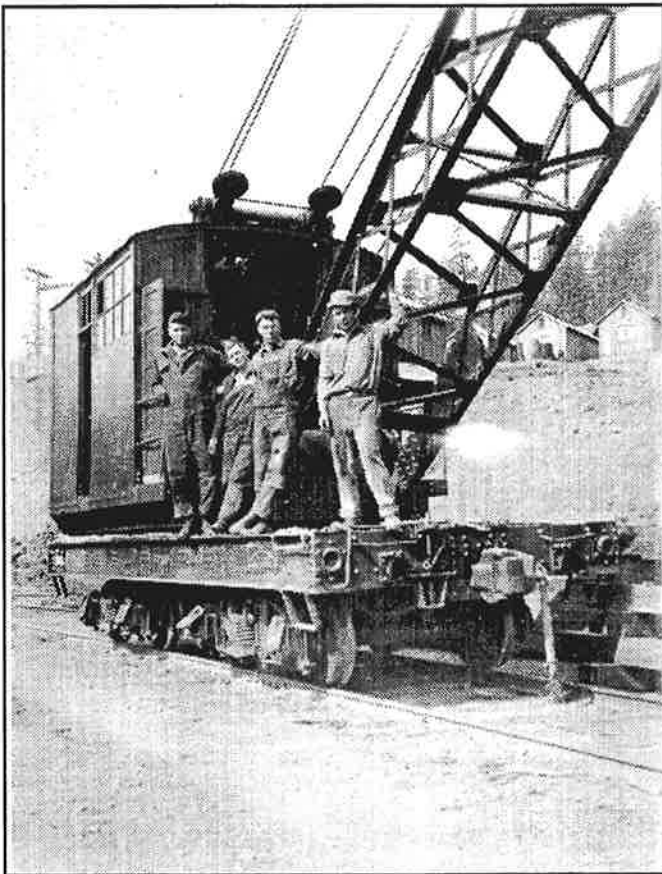


Right: A rear view of sister
unit #6046 at North Vancouver,
June 1993. (Andy Barber)

The following cranes are no longer on the roster:

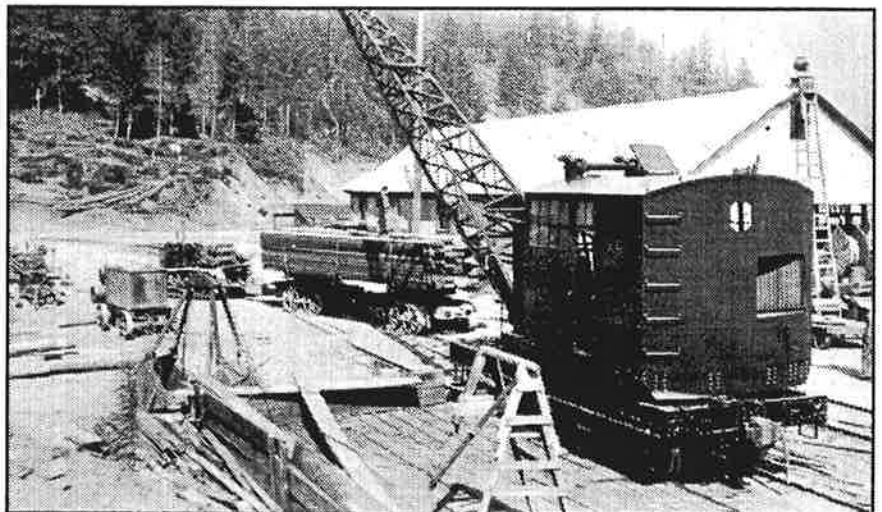
3819

Little is known regarding this unit. It was observed in lift service in connection with the construction of the Bridge River power plant in the late 1940s. It is believed to be an Ohio Crane, although both model type and capacity are presently unknown. The unit was painted black overall. Further details are welcome.



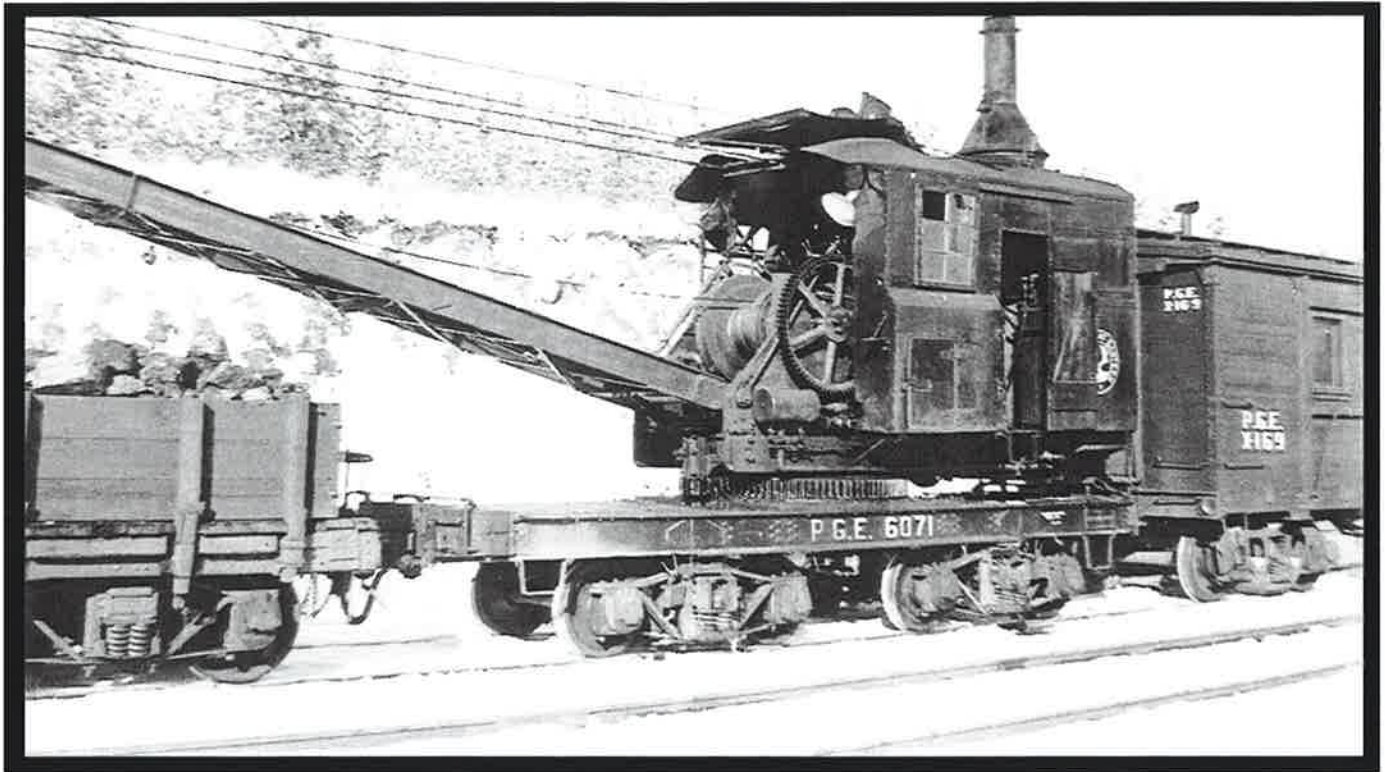
Ohio Crane 3819.
Bridge River, B.C. Date unknown.

Les Burrowes Collection.
Courtesy of Dan Rowsell.



6071

This 10-ton Bay City steam-powered crane ran on four-wheel trucks. In use at least until 1957, 6071 was eventually scrapped in October 1967. Built prior to 1947, 6071 was self propelled steam crane which often sported a clamshell bucket. The unit was painted black overall.



6072

This medium-capacity 35-ton diesel crane also ran on four-wheel trucks. Built by Ohio Locomotive Crane in 1943, 6072 was assigned to Squamish as late as May 1968, but has since been scrapped. It is definitely NOT 6401 running under an earlier number. The unit was painted black overall.

We also have photos of a second Ohio Crane also numbered 6072. These photos show the crane in active service in both 1970 and 1972. We do not presently know the crane's model type nor its capacity. Details regarding its history would be most welcome.

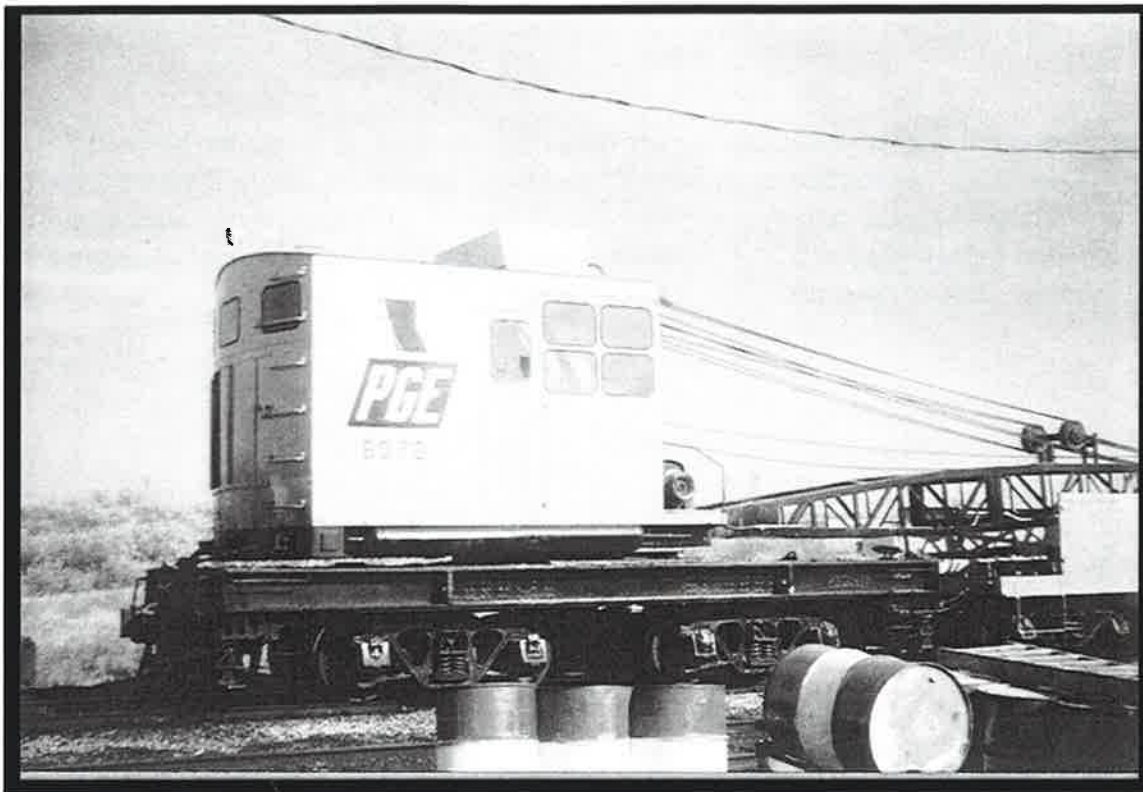
6072 (2) was painted light yellow; while the underframe, trucks, and boom were black. The unit ran on four-wheel trucks.



Crane #6071 equipped with clam-shell bucket. Along the Fraser near Quesnel, 1947. (W.C. Whittaker)



Ohio #6072 seen near Squamish, July 1950. (W.C. Whittaker)



Ohio #6072 (2) seen near Ft. St. John, September 1970.
(Ross Pugsley)



A later view of #6072 (2). Squamish, August 1972.
(Ross Pugsley)

6073

A diesel-powered ditcher, synonymous with steam shovel, built by Dominion Hoist & Shovel (Serial No. RM201) in 1951. According to BCRH&TS member Tim Horton, #6073 featured a one cubic yard bucket for ditching and bank cutting along the right-of-way. On a hillside, earth tends to move downwards onto or near the track, and a ditcher is used to cut back the slope and excavate a ditch beside the right-of-way. See cover photo.

6076

This is the Industrial Brownhoist 150-ton crane that was eventually renumbered 6501 (see details above). Built 1957, the crane sported an orange body, with black underframe, trucks, and boom.



Industrial Brownhoist 150-tonner carrying its original number, #6076. Squamish, April 1961. (Stan Styles. Courtesy of John C. La Rue, Jr. Collection)

6077-78

Built in 1956, this pair of Burro 6-ton two-axle cranes (Model 30) were purchased from Williams Machinery, Vancouver in March of that same year. The Burros were fitted with 35-foot booms and powered by gas engines. Any photos would be welcome.

6079

Crane 6079 was similar to the above units, but had a 12-1/2 ton capacity. Built as a Model 40, this unit was also purchased from Williams Machinery in September 1956. According to railway employees, a second 12-1/2 ton Burro was acquired in 1969. Custom Finishing offers an HO scale model version of this crane. Any photos would be welcome.

Other Units

Other units recalled by railway employees include a pair of 6-ton Unicranes which were used for handling rail sections. These were replaced in the 1980s by the Pyke cranes (6045-48) listed above. There were also a couple of Northwestern Model 47 cranes used beginning in the mid 1950's. These featured right-hand swing, contrary to almost all other cranes, which led to a number of incidents before specially-trained operators were allocated.

Also built by Northwestern were three 2-1/2 yard Type ADD's used for rock removal along the tracks in the 1960's. Three small Korning Model 2054 diesels with 5/8 yard buckets were also used for ditching.

Earlier vehicles included a Marion 3/4 yard steam ditcher, pictured in Hungry Wolf's' book (pg. 237). It ran with a Crane Tender numbered X-6062, so was probably X-6061. It survived until at least 1957. The same book shows a Marion-60 2-1/2 yard clamshell crane, again steam-powered.

Additional information, photographs, or corrections will be welcomed. My thanks to Andy Barber, Les Burrowes, Greg Kennelly, Jim Moore, Gary Oliver, Ross Pugsley, Dan Rowsell, Ron Tuff, Richard Yaremko and others for the material used in this article. Special thanks to Patrick Hind for providing historical research and for reviewing the text.

THE PACIFIC GREAT EASTERN RAILWAY RECALLED

Patrick O. Hind

Ed Note: Railway historian and BCRHTS member Patrick Hind has offered to share his personal observations from the early days of the PGE. Below is the first installment in what we hope will be a continuing serialization. Other Cariboo readers are encouraged to submit similar material for publication.

As we eagerly awaited the March 1995 delivery of the latest locomotive technology to BC Rail, the four GE Dash 9-44CWL's with their new GE trucks, electronic fuel injection and many other features; it is hard to realize that just a short 45 years ago, the railway that we now know as BC Rail was a far different transportation system. It did not serve the length of British Columbia as it does now. The railway, then known as the Pacific Great Eastern Railway Company, was a mere 347 miles in length. It did not have any physical connection with any other North American railway other than by a barge interchange. Its southern terminal was 40 miles from the port city of Vancouver, its originally projected southern terminus. It also fell 79 miles short of its intended northern terminus at Prince George; and what would have been a connection with the former Grand Trunk Pacific Railway, later to become the Canadian National Railway.

However, despite its obvious shortcomings, it was probably one of the most interesting railways to ever construct and operate. I will not dwell on the early history, but rather wish to share some insight into the PGE in the early 1950's, as I personally saw it.

I was one of the fortunate people, although at the time I did not think so, of being there at the right time. I had been in my job with the British Columbia Forest Service for just a few months when I received an offer for a position at Squamish in the Ranger Station.

I was to report to the Ranger Station on Monday afternoon. Why the afternoon, why not the morning? Simple. A look at the map showed the southern terminus of the PGE at the head of Howe Sound. Bright and early that long ago morning, I boarded the Union Steamship's *Lady Cynthia*, a relatively small vessel of some 950 gross tons.

I had managed to do a little research into where I was going. I learned that the Pacific Great Eastern Railway was built in 1912 and had originally been projected to run from North Vancouver to Prince George, but had never been completed between Horseshoe Bay and Squamish.

On arriving at Squamish, I could not help feeling a state of awe. The impressive hunk of granite called "The Chief" seemed to dominate the whole town. Where is the town? All I could see was a wharf, with what appeared to be railcars on it. Behind the wharf was the beauty of Mount Garibaldi, and to the left were sheer mountains. What a place to be taken to. I could see that in addition to the main wharf, a barge slip to one side and a long jetty that seemed to stretch for miles. To one side were a number of baggage cars, the likes I had never seen before. I was used to CNR and CPR equipment, but these looked as if someone had misplaced BC Electric interurban cars. I soon learned what they were, but that first sight was really something to remember. That was not all. On the adjacent track was a conglomeration of passenger cars that showed their interurban ancestry, too. On the dock itself was an assortment of old cars and trucks that dated back to the early 1930's or earlier.

As I left the dock, I noticed that the train had two smart locomotives: the smaller No. 55 and on the head end, a shining No. 163. Whatever the PGE lacked in passenger equipment, they certainly made up in the locomotive department. Both engines were immaculate in their appearance.

One thing I noticed, though, was that there were two cars between the 55 and 163. At the time I thought this was for switching, but on that first day, as we stopped at the town station, another train known as No. 1 came up from the dock station to the town station. There was still a separation of the two locomotives. This puzzled me until a new friend told me that certain bridges on the line would not permit two locomotives together. Therefore, they separated them by one or two cars so that the their weight was not on the bridge at the same time.

Part of my job was to go for the mail and to follow certain trains to Alta Lake on the speeder out from the North yard. Squamish was very much in a time warp. The PGE was literally the town's employer, and the town itself depended on it for

practically everything. The PGE and the Union Steamships. These were the only links to the outside world. Nobody thought the PGE would build south, as there was the perception that it was an impossible task and that Squamish would forever remain an isolated settlement. There was a hope that it might someday be linked to Prince George. If not, Squamish would languish in obscurity forever.

My first duty was to go out to the North yard and check out the speeder. Going by way of Government Road, which still goes past the BC Rail main shops today, I came to the road crossing at the northern end of the North Yard.

Although on that first day I could not venture past the speeder shed, I could see that one of the most interesting rail yards anywhere was right there. In the distance, I could see not only two steam locomotives, but also PGE's GE 70 ton diesel units. I vowed that day that I would spend whatever time possible here, recording the sightings of the day. The whole region cried for my attention, and I was determined to see as much as I could.

As I have shown in the last few paragraphs, my introduction to the PGE was one that I shall remember for as long as I live. I never thought then that my arrival in Squamish would mean so much to me, nor the profound impact in my later years.

One of the first insights to the PGE, "Please Go Easy" or "Prince George Eventually", that I had was a wonderful evening spent on the small 2-6-2 No. 5 while it switched the barge at the wharf in Squamish. I noticed the No. 5 and about ten cars sitting at the town station. The crew was obviously taking a break. As I looked over the engine admiringly, the crew returned and invited me to accompany them to the wharf to switch the car barge inbound from North Vancouver. The "*Ellice*", as they stated, would soon arrive. Not knowing anything about the "*Ellice*", I was interested to know whether this was the only barge that came up the Sound with railcars. I was told there were a number of different tugs and barges that came into Squamish with railcars. I will try to recall these as we go along. The "*Ellice*" of course turned out to be the tug *Point Ellice*, which the PGE owned.

That first evening, I remember that it was towing *PGE Barge No. 2*. Looking back over those early years, I cannot recall a time when any other barge was used. I know I did see the *Point Ellice* with *PGE No. 3* on one of my trips to Vancouver. Yet at the Squamish slip, it was always the *No. 2*.

However, let's get back to my first introduction to the *Point Ellice* and *PGE No. 2*. The yard crew in No. 5 invited onboard the *Point Ellice* for coffee, after they had pulled the cars from Vancouver. I remember being impressed with the spotlessness of the tug. After coffee, the PGE crew left to load the barge. The mate of the *Point Ellice* gave me a tour of the tug and barge. I remember how quiet she was, compared to the tugs of today and the huge size of the helm in the wheelhouse. I was also impressed with the wheelhouse on the barge, as these railcar barges were self-steering. In those days, there wasn't any radio or radar to help them navigate the Sound, so the crew had to be very familiar with the Howe Sound.

PGE No. 2 was equipped with three tracks and could hold 12-14 freight cars, or less as the longer modern cars appeared. There was more than one barge service into Squamish at the time. Foss Tug and Barge, of Seattle WA, also made regular trips into Squamish with interchange cars from the Milwaukee Road, Great Northern and Northern Pacific Railways; all names which have disappeared from sight in today's railroad world. The barges from Foss Tug and Barge were not as big, though each did carry twelve cars. However, they did not have the wheelhouse superstructure and were not equipped with the hog posts for bracing as exhibited by the PGE versions.

Nonetheless, the Foss operation was basically the same as for the PGE barges. The yard engine, at that time usually either No. 5 or her sister No. 4, or occasionally the small GE 65 ton No. 551, would bring down the cars from the north yard. Quite often they would push the cars all the way, or on occasion run around them by the town station. The entire operation depended on the tides, and all movements were conducted accordingly. If the tide was too low, cars would hang up on the apron. I have personally witnessed brake rigging being torn off a boxcar that moved onto the apron when the tide was wrong. Working the barge slip was conducted at any hour of the day or night. In addition to the tides, work was often curtailed because of high winds. The exposed position of the barge slip was extremely vulnerable to certain winds, and there were often days in the fall and winter when loading the barge was either extremely uncomfortable or practically

impossible. Although I resided in Squamish for less than a year, I can recall a number of times when the tug had to stand off the wharf or tie up only once the winds had died down.

Contrary to what has been written, the Foss barges still came into Squamish for sometime after completion of the southern extension in 1956. I cannot remember the exact dates now, but I can recall seeing a Foss tug and barge in the old slip at Squamish in the late 1950's.

Traffic delivered via Foss Tug and Barge increased during the late 1940's and well into the early 1950's. The PGE was interchanging considerably more traffic during these years, and it became quite common in the early 1950's to see cars from most US railroads. PGE freight cars became increasingly commonplace on other systems. I remember a number of times seeing PGE cars on CPR and CNR trains in the Fraser Valley. Of course, once the PGE was finally built to North Vancouver in 1956, it was a regular occurrence to see cars on all the railways that served Vancouver.

The PGE's barge operation was quite regular. I cannot remember the exact frequency, but I recall it being at least two or three times a week, between the CPR in Vancouver and Squamish, which meant interchange of 24 to 36 cars a week between the two railways.

In *Hungry Wolf's Route of the Cariboo PGE/BC Rail*, a photograph is included which is supposed to be the barge slip in North Vancouver. Unfortunately, the slip shown is actually the CPR slip in Vancouver that lay west of the former CPR Pier "A". Yet on that same page (46), still another barge is shown. This can be identified as a Foss barge heading down Howe Sound bound for Seattle.

Whereas the PGE barge service interchanged 24--36 cars a week, the Foss operation out of Seattle interchanged anywhere from 12-24 foreign cars a week. As I have mentioned, the Foss operation did increase in the 1950's, and I can remember two barges being used as more off line cars were received, especially when PGE was eventually extended to Prince George in 1952. The late Leo Cahill, a long time engineer on the PGE, told me in 1983, that he remembered a 100 or more cars a week coming into Squamish, on either the PGE barge or the Foss barge. It was a time of increasing service on the old "Please Go Easy".

While I was in Squamish in 1950, I had many further opportunities to observe the PGE's barge service, and spent further evenings and some Sundays with the yard crew as they switched the barge. I can recall that addition to the Nos. 4,5 and 551, I also observed Consolidation No. 54 and the early Mikado No. 57 switching the barge. It appeared that whatever locomotive was assigned the yard job would also switch the barge. In later years, prior to completion of the southern extension, it was not uncommon to see one of the RSC-3, RS-3, or RS-10 diesel units switching the barge. Often a locomotive that was recently outshopped from repairs would break in on yard work before going back out onto the road.

It is sad today to think that an operation such as the Squamish barge slip is no more. Still, that is modernization. It was an age when time was seemingly not so important. I have stated earlier that Squamish in 1950 seemed to be in a time warp. This atmosphere was also reflected in the railway's operation. It was easy to see where the moniker "Please Go Easy" came from. As long as the job was done, it did not seem to matter how long it took to do it. Mainline train operation was often similar in nature.

As I have noted above, the barge operation was dependent on the tides. Even though the operation of the Union Steamships' *Lady Cynthia*, *Lady Alexandra* and other vessels that operated on Howe Sound run were supposed to adhere to a schedule, winds and tides often threw things off. As a result, the departure of the afternoon Train No. 1 was often two or three hours late. Southbound trains, too, were often late. And there were many times when the steamship had to wait for the arrival of Train No. 2 because of delays in the north; either due to weather or loadings that were heavier than anticipated. There is the old story of a passenger awaiting the arrival of a southbound PGE train somewhere in the interior, when right at advertised time the train appeared. The passenger was so startled that he commented to the conductor, "Good grief, you're actually on time". The conductor grinned and replied, "No Sir. This is yesterday's train". So went the "Past God's Endurance". It was quite the railway. It is my hope that I will get the chance to recount other stories of what I saw.

Westel Communications Ltd. Has produced a special edition prepaid long distance phone card featuring the Royal Hudson 2860, the First Lady of Steam. With the Royal Hudson phone card, you have ten dollars worth of prepaid long distance to call anywhere in the world from anywhere in Canada and the USA

Convenient and transferable, the cards are goods for students and travelers, and great gifts and collector's items.

The Royal Hudson card is available for purchase through BC Rail Passenger Services. (BC Rail *Coupler*) □

When a huge rock slide closed Highway 99 for more than 24 hours on May 19-20, BC Rail was there to help.

As the slide occurred at 0830 hours, the northbound Budd had already departed. With many people stranded in Whistler, the evening run south was a sell out. Normally, this service is fielded using a single RDC-1, or a RDC-3/RDC-1 combo. BCR was able to beef up capacity, and operated a three car train that night.

Monday, May 20, BCR really went to work, with both extra cars on the *Cariboo Prospector*, plus a special train using the Royal Hudson coaches to handle the extra traffic. The run departed North Van at 0800 hours with Dash 8-40CM's #4611 and 4618, power car *Cheakamus River*, and six coaches plus the *Horseshoe Bay* food service car. This was the first time that a pair of Dash 8's had been used in passenger service.

The train departed Whistler southbound with about 250 passengers, was through Squamish at 1450 hours, and arrived in North Vancouver at 1630 hours. That evening, the *Cariboo Prospector* arrived with six cars and a good crowd of passengers: RDC-3's BC-30, BC-33, and BC-31; RDC-1's BC-14, BC-10, and BC-11.

The highway delays continued throughout the week, so BCR operated the special train at least through May 23, departing North Van at 0800 hours and Whistler at 1300 hours. Extra cars also continued in use on the Budd train. (WCRA *News*) □

Excerpt from BC Rail President and CEO Paul McElligott's recent speech to the Vancouver Board of Trade:

"If you have been following news reports on CN's initial public offering, you will know that prior to the launch,

the company divested itself of all of its non-core assets. CN's core business, like ours, is the operating railway. During the process of divestiture, the transcontinental carrier sold off its real estate arm, its oil and gas exploration company, and all the other subsidiaries not directly concerned with operation of the railway.

In the face of that, you may well ask why BCR appears to be going in the opposite direction – namely by diversifying beyond the core business into such things as deep-sea terminal operation, telecommunications, and more recently, coal mining.

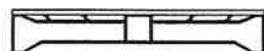
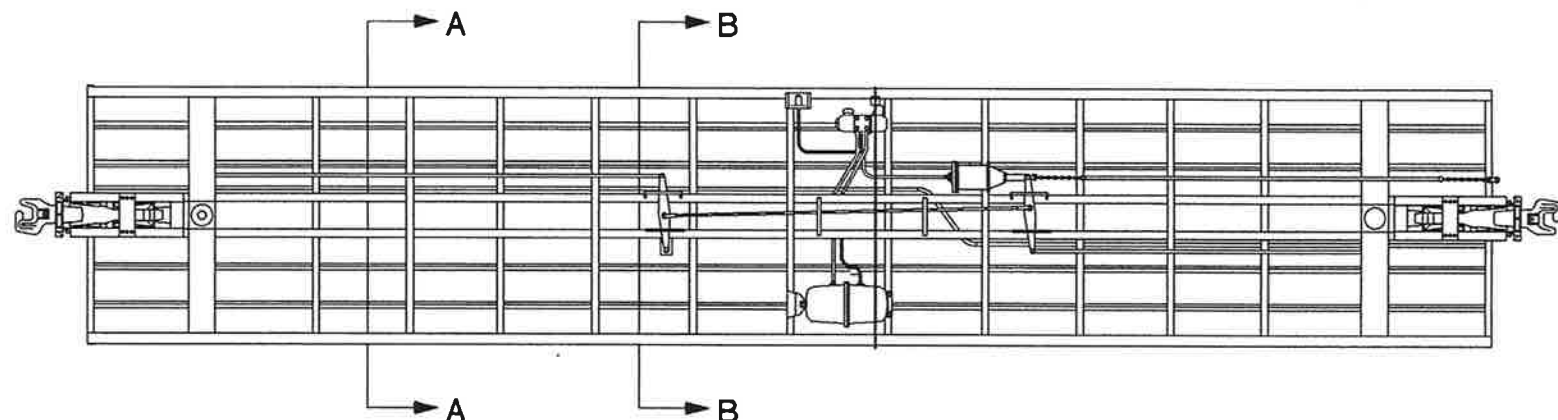
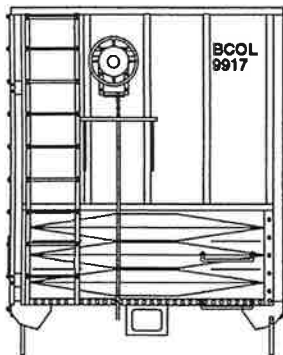
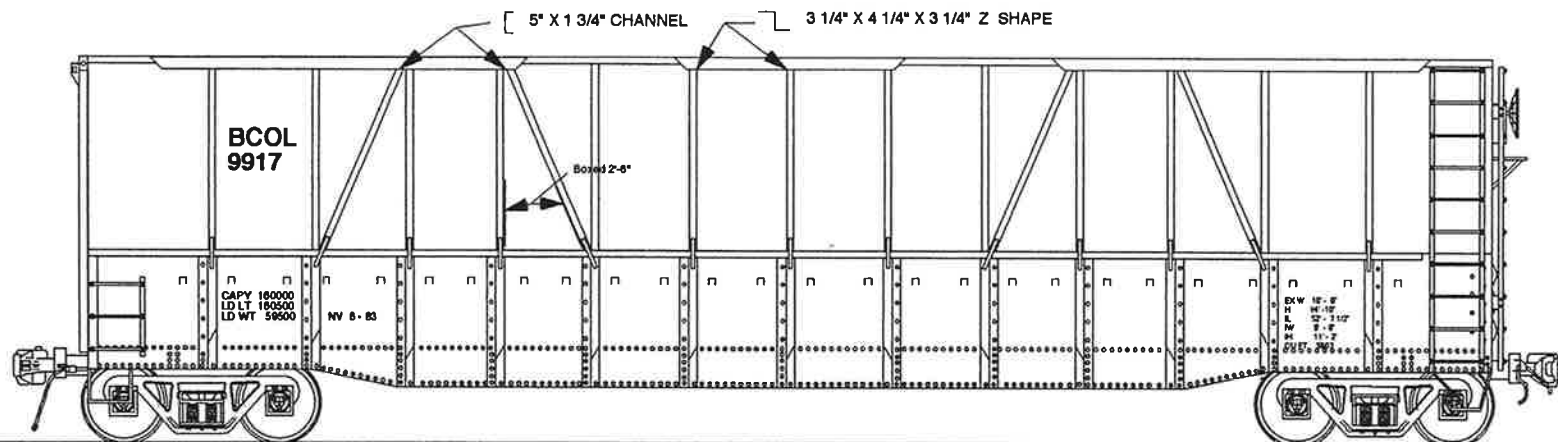
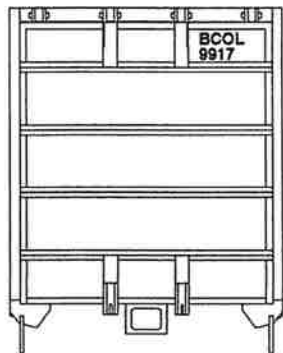
There are some very good reasons for that. To begin with, BCR doesn't have the same diversified traffic mix as CN. Canadian National has six major commodity groups, none of which accounts for more than 20 percent of the whole. In other words, the diversity of revenues and traffic is already there.

At BCR, however, we have only two commodity groups, one of which –forest products—accounts for nearly 70 percent of our traffic, while the other, coal, accounts for more than 20 percent. Given a shrinking forest products industry, as well as the uncertainty of northeast coal, we'd clearly be vulnerable if we didn't take steps to protect our core business.

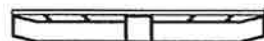
The recent announcement (see Issue 24, page 3) about the Globaltex and Pine Valley Coal Company development near Chetwynd is a good example. This joint venture is aimed at broadening our traditional revenue base and at the same time, increasing our rail freight traffic, revenues, and earnings. That's just one example of why our business strategy differs from CN's." (BC Rail *Coupler*) □

On June 26, 15 cars of lumber derailed near Clinton. The main was reported to have been closed for about 24 hours. (Paul J. Crozier Smith)

We received a report that two BC Rail RDC's were spotted in early June on a tour of CN Rail's northline. Can anyone supply additional details? (PJCS)



Section A/A



Section B/B



For scale drawings of other wood chip hoppers, see Issue 25 (July 1996).

British Columbia Railway Wood Chip Car Numbers 9901-9960

Full-Size "HO" Scale: 3.5 mm = 1' - 0"; 1/87 to 1

DRAWN BY: PATRICK LAWSON
February 1994

MOTIVE POWER NOTES

Edited by Paul J. Crozier Smith

B36-7 #3610 is out and running still in its former ATSF colour scheme. Companion #3607 is the first unit to appear in the new red/white/blue lightening stripe paint scheme. (photos ?)

Vancouver Wharves has sold Alco S-6 units #821 and 826 to Railserv. Meanwhile the terminal operator has purchased additional ex SP/SSW SW 1500s. These new units were passed through AMF in Montreal for overhaul and modification.

June Observations: Four of the Dash 8's are now Dash 9's: #4602, 4607, 4614, and 4619 have been rebuilt. While in the Squamish shops, each received a small window in the front door similar to those on the four original Dash 9's (#4641-4644).

There is now a definite plan to renumber all the 4600's to 4400's, with #4601 becoming #4401. The four original Dash 9's would be renumbered #4427-4430. It is also possible that all existing other motive power units—other than SD40-2's-- would also be renumbered. This could see the CAT's become 2200's. All further acquisitions will reflect the horsepower in numbering.

The former ATSF B36-7's are in daily revenue service now, the bugs having been worked out. #3610 is working well in lead service in the north, and has not returned to Squamish since rebuilding. It is still in yellow and blue, and will not receive a complete repaint until it requires major work.

Units #3602 (ex 7485) and #3607 (ex 7490) were in the rebuild shop in late May. The former was expected to get a quick blue and yellow repaint, while the latter was back in revenue service in the full red/white/blue scheme in mid June.

M420 #645 was spotted in the Squamish shops for new wheels and blower work. It was still in two-town green colours, and will not be repainted. I understand that the M420s will be considered surplus once all B36-7's are in service. At that time, they will either be scrapped, sold, or converted into road slugs.

In addition to M420 #645, other locomotives seen on the rebuild line include B36-7's #7491, later to be #3608, and #7499, which will eventually become #3616. Also noted were M420B's #683 and 684, apparently stored

unserviceable or awaiting shopping; and former RS-3 #576 which is now minus carbody and block. It is just a frame and cab sitting on its trucks, and they are minus traction motors.

Both C420's are on the block, and if either one fails it will spell its end. #632 will never see the red/white/blue scheme. These locos lack dynamic braking, an important feature on BC Rail.

RS-18 #630 was still in use as the Squamish yard goat and will remain such until it finally goes into the rebuild program. #621 was through Squamish recently, still unconverted. It was still in the two-tone green colours, and is assigned as the Exeter switcher.

RS-18u #622 was released in June. (Patrick O. Hind)

The Seventh Division/Pacific Northwest Region of the NMRA will hold its fourteenth annual meet and show - TRAINS 96-- at the Cameron Recreation Center in Burnaby, on November 9-11.

Activities include displays, layout tours, contests, clinics, and a banquet. The event will be open to the public on Sunday from 9 am until 4 pm. For information contact Dick Sutcliffe at (604) 467-4301.

NEW PRODUCTS

Reported by Andy Barber & Jeff Briggs

- Rumour has it that Overland Models will reissue its HO scale version of #701-704 as delivered to PGE and #723-730 in tow-tone green/lightening strip as operated by British Columbia Railway. A formal announcement is expected in October, with deliveries expected for next spring.
- Athearn has re-released its HO scale GE Dash 9-44CW in BC Rail colours. Road numbers are 4641 and 4642. Price is \$56.50 USD powered or \$28.25 USD dummy.
- BC Rail modelers may wish to secure a prototypically correct Canadian-style cab to fit the Athearn model. These are available from Kaslo Shops (#6—6089 Truesdale Road, Duncan, B.C. V9L 2J1). Price is \$29 CDN or \$19.50 USD including shipping.

- Atlas continues to announce the release "soon" if an Evans HO scale double plug door boxcar. Item 1756 will be decorated in the popular BCR dogwood scheme as car #800423. An undecorated version is also available, which can be used for the MRCX series of Mountain Pine cars. The N scale versions have already been released.
- Microscale Industries has announced the release of an O scale version of its PGE/British Columbia Railway caboose decal set. The stock number is 60-931.
- The Backshop (Box 3221 MIP, Markham, ON L3R 6G5) is making a cast resin cab for the Athearn Dash 9-44C locomotive. The snap-on cab, which is designed for modeling BC Rail and CN units, retails for \$13.75 USD, shipping included. A CN style anticlimber and ditch light set is priced at \$5.50 USD shipping included.

PRODUCT REVIEWS

Overland Models' HO Scale Brass Caboose Submitted by Jeff Briggs

Probably the most annoying error is the height of the battery compartments – its a scale four inches too high. As a consequence, the distance from, cupola bottom to rain gutter over the battery compartment is 24 inches, not the prototypical 28 inches.

This error can be reasonably tolerated for the PGE, dogwood, and r/w/b chevron paint schemes/ For the more modern r/w/b scheme, it's a problem if one is seeking accuracy. The r/w/b paint scheme calls for a 29" wide white band, which goes from the cupola bottom to the bottom of the rain gutter. It also calls for a 24" high BC Rail logo to be located on the 29" white stripe. If you plan to use existing decals, you're out of luck.

Fortunately, there now exists an incorrect 21" high BC Rail decal, so you can apply a 24" white band and still get the correct appearance. See the Microscale decal review which follows.

Microscale #931: BC Rail Caboose Submitted by Jeff Briggs

Microscale has issued sets 87-931 (HO scale) and 60-931 (N scale). Each set contains data for the PGE, dogwood, chevron, and current day red/white/blue colour schemes.

Pros: Crisp lettering, excellent PGE map heralds (three different sizes), and sufficient white striping for all versions. The chevron version has chevron striping, the correct set of caboose numbers, and a black Expo 86 decal as worn on caboose #1880.

The current day r/w/b version also features the correct set of caboose numbers, as well as provincial flags.

Good quality dogwood decals, and a good selection of consolidated lube plate markings.

The markings "Propane – No Smoking" and "Emergency Equipment" are to scale, and therefore fit the respective equipment boxes well.

Cons: The set lacks the following: a white Expo 86 decal, black "Propane – No Smoking", and black "Emergency Equipment". The chevron version was printed without any spacing between the words "BC" and "Rail". The accompanying paint scheme diagrams show some minor inaccuracies. For instance, they indicate "Dayco Drive BCOL PG 4 86", and "Painted SQ S&W 5-80".

The accompanying decal sheet is extremely hard to read.

The height of the BC Rail logo for the latest r/w/b version is three inches too short, which is wonderful news for those who intend to decorate the Overland caboose in the modern day colour scheme. The incorrectly sized decal will fit the incorrectly sized battery compartments!

Micro-Trains #53050: 60'-8" Centerbeam Bulkhead Flat Car Submitted by Timothy J. Horton

In recent years, railways have responded to requests from their shippers to provide railcars which are specialized for loading and unloading of lumber. The centerbeam cars are equipped with floor ribs which allow forklift trucks to load/unload lumber more easily (than boxcars). The load is secured with a winch and cable system which saves time and eliminates the use of dunnage.

This new model from Micro-Trains represents the 60'-8" version built by Thrall. It features the high standard of detail and lettering consumers have come to expect from Micro-Trains. Details such as the winches along the side sill are crisply moulded, and the air line underneath the

car is represented by wire. The lettering on the centerbeam panels and on the ends of the car is most impressive.

The Micro-Trains model is available decorated for Burlington Northern and Union Pacific, both of which have appeared on BC Rail interchange service in recent months. The model could also be repainted and relettered for BC Rail using the "British Columbia Railway" lettering from a CDS 40-inch logogram and Microscale decals for the centerbeam flat cars.

The one shortcoming of this model is its length. The Thrall-built cars operated by BC Rail have an interior length of 71 feet. The BCIT cars have a centerbeam with an additional window and longer end panels. A reasonably accurate version of the BCIT centerbeam bulkhead flat car could be kitbashed in a fashion similar to that described in Issue 13 of *The Cariboo*.

(The reviewer wishes to acknowledge Pacific Scale Rail, New Westminster, B.C.; which made the product available for review.)

Book Review

Submitted by Paul J. Crozier Smith

British Columbia Railway: From PGE to BC Rail
by J.F. Garden
Footprint Publishing, Revelstoke, B.C. 456 pages.

This is a great book to add to your collection. It contains the history of BC Rail from its inception as the Howe Sound, Pemberton Valley & Northern in 1907. Though the history is light in some areas, as you cannot write on this railway without covering all the political intervention which could fill another volume of this size. However, John Garden has woven a nice blend between the two. Another area that is lacking is the coverage of the company's steam locomotives. This fact may be due to a lack of available colour shots of them and this book is all colour. Also, the dogwood symbols within the book that adorn the page are upside down, though it is correctly depicted on the dust cover. There are a few other small errors, like the paint scheme used on 675 and 676 is maroon and aluminum, 624 was equipped to run short hood forward not long hood, engines with the cowl cab are not wide cabs but wide noses, etc.

There is a lot of meat in this book to sink your teeth in, though with 456 pages containing 466 beautiful photographs of exceptional quality. Some very renowned railway photographers material is included in this

volume. Included inside the covers of the book are elevations of the various subdivisions and within the book are reproductions of example of pages of the employee timetables for the various subdivisions. Artist renderings of maps of the line and surrounding areas grace the pages as well. Some shots of the various leased power that roamed the line were also included. One thing that would have been nice is a roster of BC Rail power.

In all this is a good book and well worth the \$79.95 CDN/69.95 USD, and will greatly enhance your collection of railway books. It is also an excellent reference book for the railfan of BC Rail and the modeler.

Delaware Valley ACF 3-Bay Cylindrical Hopper Submitted by Timothy J. Horton

A relative newcomer amongst N scale manufacturers, the Delaware Valley Freight Car Corporation offers an exquisite model of American Car & Foundry's three-bay cylindrical hopper. The model comes with either circular hatches for mineral service such as potash, or trough-style hatches for grain service.

The undecorated model is beautifully moulded in light grey plastic and comprises several different pieces which fit together flawlessly. The model is equipped with roller-bearing trucks which feature low-profile plastic wheels and Rapido-type couplers.

Contrary to the article in Issue 21 of *The Cariboo*, Canpotex operates at least two different series of three-bay cylindrical hoppers. This car provides a reasonably accurate model of the Canpotex 352000-series cars (see accompanying photograph). The model differs slightly in the arrangement of the side ladders and the position of the air reservoir, but these differences are minor. Once painted in the cool grey, the model can be finished using Microscale's #60-809 decal set for Canpotex cylindrical hoppers.

This model is highly recommended for those who have a use for it. In the event that you wish to model the Canpotex cars, you should ensure that you purchase the version which has the round hatches on top.

Atlas #3780 40' Trailer on Flat car
Submitted by Timothy J. Horton

In recent years, Atlas has rewarded Canadian N scale modelers with the offering of numerous locomotives and freight cars decorated for Canadian railways. Amongst their latest releases is a flat car with a 40-foot trailer decorated for BC Rail.

The flat car features riveted fishbelly sides with a wood floor which is a separate moulding. It rides on Atlas trucks with metal wheels and Rapido-type couplers. The flat car appears in BCR dark green with the current BC Rail logogram and is lettered "BCOL 7037". The trailer is a nicely detailed model and is decorated in silver with the British Columbia Railway dogwood logogram. It plugs into two holes located on the deck of the flat car. There are no side rails, end ramps, or trailer hitches on the model.

This model offers a decent looking, ready-to-run model of a BC Rail flat car, if one is willing to overlook certain discrepancies. For the modeler who wished to upgrade this car, the following improvements might be considered:

The Atlas car is more representative of the earlier series (BCOL 7000-7030) which featured riveted sides. I would suggest renumbering the model for a unit in this series and replacing the existing lettering with "British Columbia Railway" titles, which was more commonly found on these cars at the time.

The trailer features a dogwood logogram which is poor in colour and is located too close to the top corner of the side of the van. This could be remedied by manufacturing a letterboard from sheet styrene and applying a 40-inch dogwood logogram from one of the CDS dry transfer sets.

The flat car can be further upgraded by adding a trailer hitch and end ramps which are available from Micro-Trains. Side rails could be manufactured using Code 40 rail and styrene supports.

The fourth possible modification requires more work. The model flat car measures 50' over the end sills, whereas BC Rail cars are actually 52'-6" in overall length. By cutting three cars in two, and lengthening the model by one stake pocket, two cars of correct length can be obtained. This method yields a third trailer which can be placed on a road or at a terminal on your layout.

(The reviewer wish to acknowledge Ambleside Hobbies of West Vancouver, B.C. which made the model available for review.)

INTERCHANGE

BCR MEMORABILIA FOR SALE: Richard Yarmeko (116 Deercross Road SE, Calgary AB T2G 6G7) has several items for sale. All items are priced in Canadian dollars. Postage and handling extra.

16 x 20 color prints:

H. Fogg: PGE 569 in Cheakamus Canyon	\$30.00
PGE RS-18's at Squamish	\$15.00

17 x 20 color prints:

BCR 720 and 718 in Cheakamus Canyon	\$25.00
BCR 722 & 729 crossing Mamquam River	\$25.00
BCR 752 at Moran	\$25.00
BCR 753/651/754 at North Vancouver	\$25.00

BCR Condensed Profile #2/Jan 1980	\$25.00
-----------------------------------	---------

HISTORICAL RESEARCH SERVICE is now being offered by Patrick O. Hind. Will perform research on any past or present railway within B.C. Contact him at POB 837, Squamish, BC V0N 3G0.

VOLUNTEERS NEEDED to help with BCRHTS convention. Assistance is needed for display set up and breakdown, registration, event judging, etc. If you can lend a hand, please contact Tim Horton (Convention Co-Chair), 15440 99 A Avenue, Surrey, BC V3R 9H4.

INFO REQUESTED regarding the British Rail two-car diesel rail-bus which appeared at Expo 86. Believe equipment operated between New Westminster and Abbotsford, as well as on BC Rail trackage. Ian Bareham, 10 Cullingham Road, Ipswich, Suffolk, England.

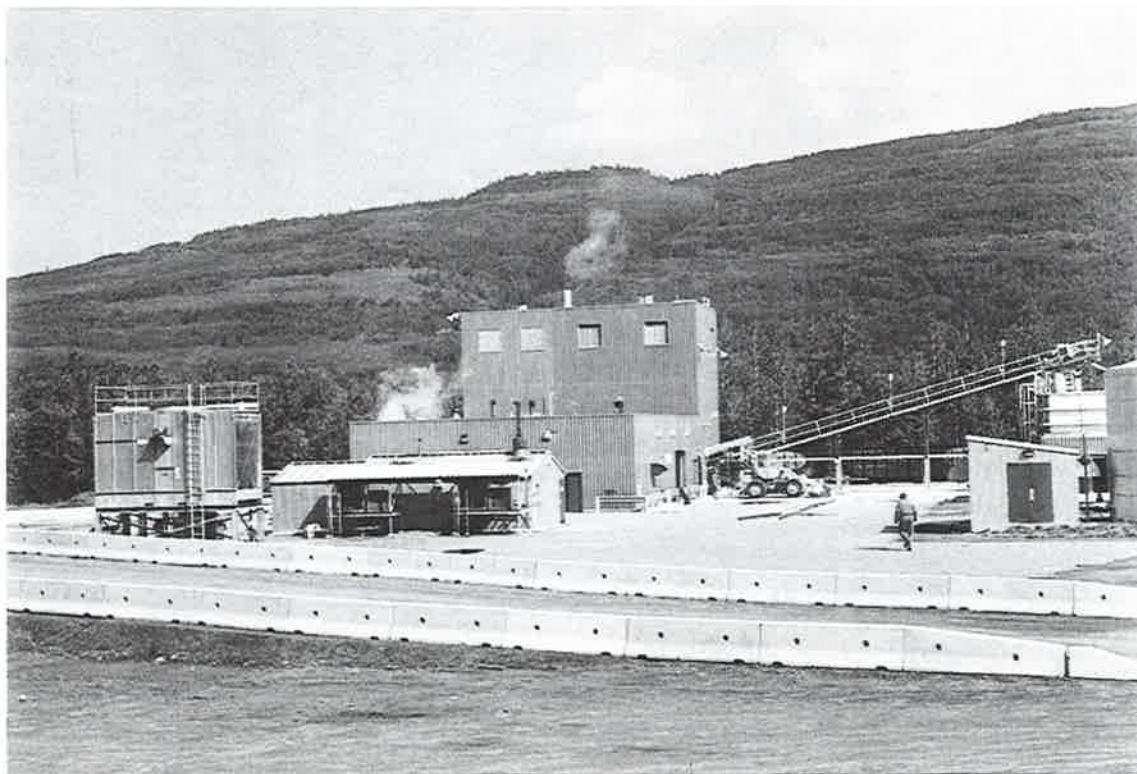
SOUTHERN EXTENSION INFORMATION SOLICITED. Gary Oliver (25920 Dewdney Trunk Road, Maple Ridge, B.C. V4R 1Y4) is seeking information pertaining to inaugural trains (June 11, 1956) from North Vancouver to Squamish.

Sulphur: An On-Line Industry

Andy Barber, Jim Moore, Ron Tuff

Located on the Pine River, seventeen miles west of Chetwynd, is a modern sulphur pelletizing plant in Hassler Flats. Operated by Petrosul International, a fully integrated sulphur specialist headquartered in Vancouver, Petrosul is the largest independent processor and exporter of Canadian sulphur.

The Pine River Plant is a modular, advanced wet forming sulphur plant designed and constructed by Fluor, Daniel, Wright in Vancouver. This method is far safer than any dry sulphur process, as there is no accumulation of dust to cause explosions or fires. Following testing of the first 1000 metric ton daily production module in 1975, it was dismantled and shipped to Hassler Flats for reassembly as a turn key operation where Petrosul provided the management and operating expertise. The success of this technology resulted in a second 1000 metric ton unit being installed in 1990. A third module is planned for installation in late 1995. In the summer of 1995, four employees were scheduled around the clock, seven days per week.



Petrosul's plant at Hassler Flats is a compact operation. The concrete highway barriers lead to the bulk truck liquid sulphur unloading area no longer required since the pipeline was built. The BC Rail mainline is north of the plant.

Wet Forming Process

The wet forming sulphur process begins with 100% liquid sulphur recovered from petroleum or natural gas refining. The Hassler Flats feedstock arrives by pipeline from the West Coast Energies Pine River Gas Processing Plant, twelve miles away. Steam produced at Petrosul is used to trace the conventional mild steel pipeline and maintain the 240° Fahrenheit temperature until it reaches the plant. The pipeline prevents air and water exposure, preventing the formation of sulphuric acid and corroding the system. Until 1993, the liquid sulphur was trucked down the mountain in bulk trailers. To increase the capacity of the plant and eliminate the traffic accidents during the harsh winters, it was decided to construct the pipeline.

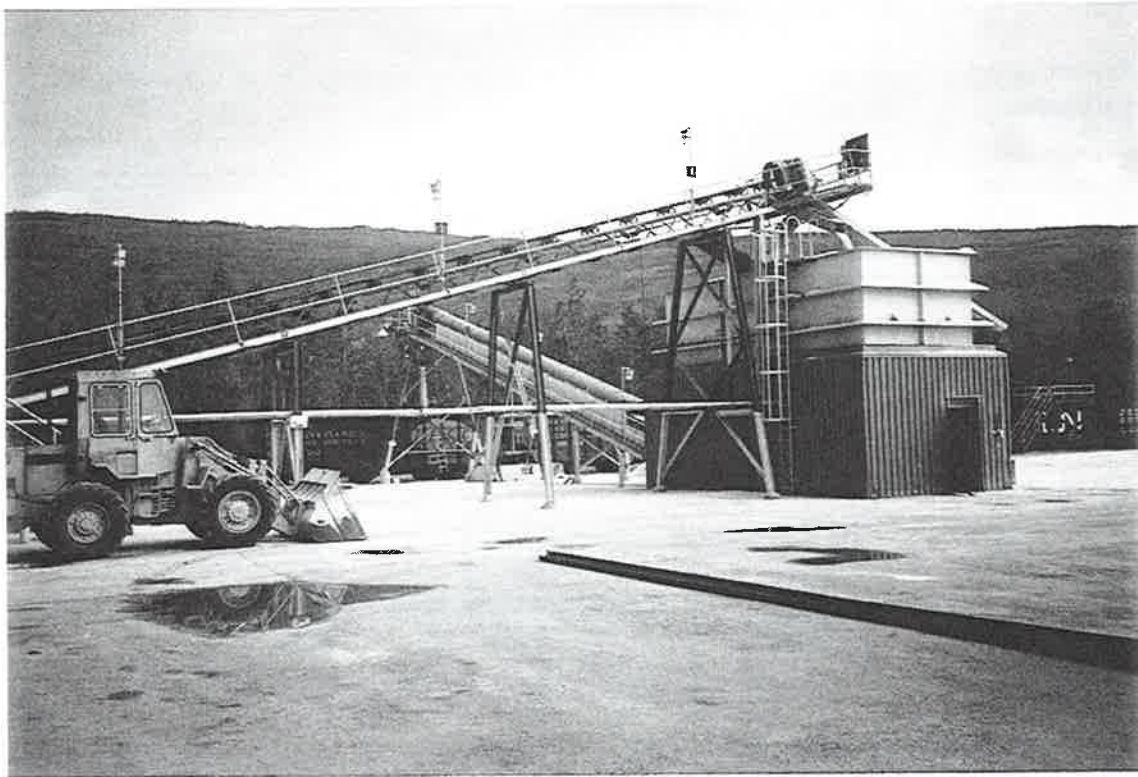
The molten sulphur feedstock arrives at the plant and is filtered to remove impurities. It is pumped into perforated trays creating narrow streams. Pellets form immediately upon entering the cooler agitated water bath and flow to twin high frequency dewatering screens. Because sulphur is hydrophobic by nature or "water hating", it does not absorb water in its solid form. The pellets simply sink to the bottom of the hopper and emerge on to a shaker screen where the surface water is shed rapidly. At this point the sulphur is orange in colour. Post process evaporation removes the residual water to an average moisture content of two per cent. The process water is treated and recycled back into a closed system to conserve water and prevent ground contamination. The dried pelletized sulphur, now its distinctive brilliant yellow colour, flows by conveyor to the outdoor storage area or surge bin and load out track.



The plant is modular in design and has already had a 1000 metric ton capacity addition, evidenced by the off colour green steel siding on the west side. A second expansion in late 1995 will increase the plant's production to 3000 metric tons daily.

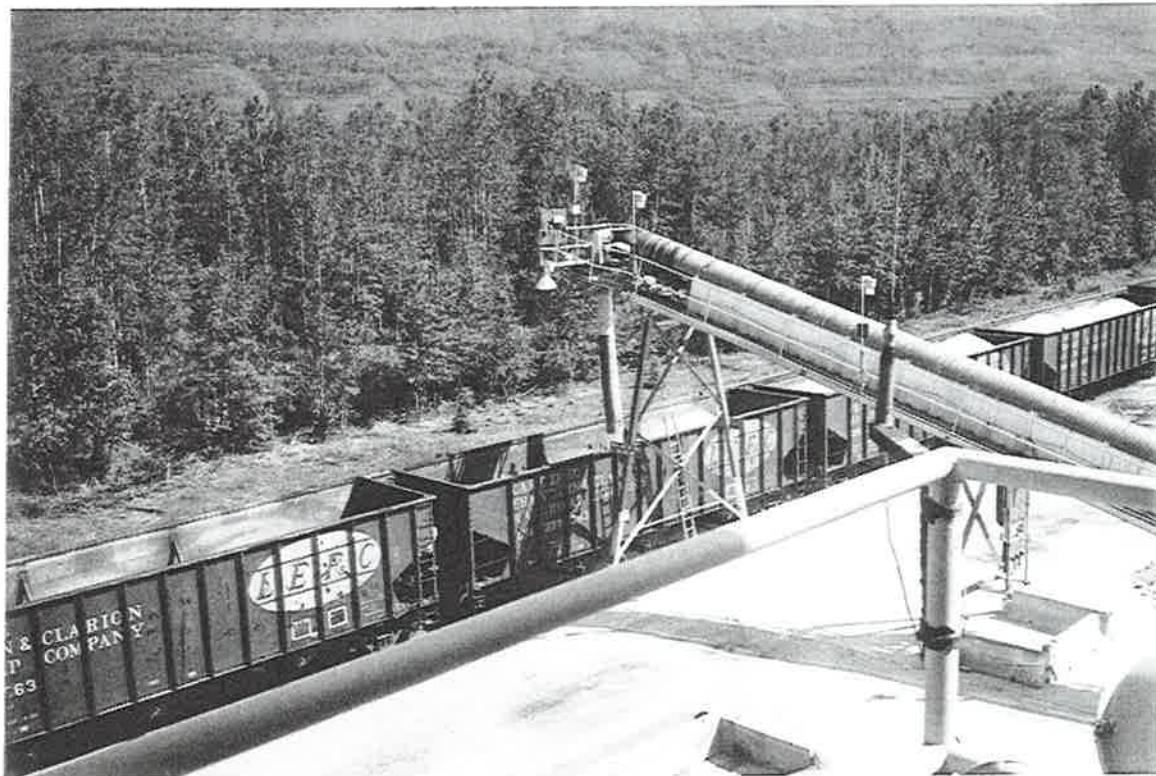
Sulphur Shipping and BC Rail

BC Rail provides up to twenty, 100 ton hoppers or rotary gondolas each day. The empties are delivered by the Chetwynd yard switcher to milepost 641, on the Chetwynd Subdivision. They are pushed into the middle track from the south switch, dropping the empties and caboose north of the load out crossover. After uncoupling, the locomotives, two CRS20 caterpillar rebuilds, run around the empties on the mainline and proceed to the north end of the load out track to pull the loads of sulphur. After the shipping documents are received by the train crew, the loads are pulled and the sulphur is backed on to the waiting caboose. The switches are realigned and the switcher returns to the yard. The sulphur loads are added to through freight "PV" (Peace - Vancouver) at Chetwynd. Upon arrival at North Vancouver, the cars are dumped and stockpiled at Vancouver Wharves awaiting overseas shipment. The empty cars are picked up through the crossover by the Model SWX450 Shuttle Wagon trackmobile, purchased from Central Manufacturing in 1994. Operated by remote control from a third story window overlooking the load out conveyor, it spots several cars for loading. Originally a track scale was installed beneath the load out, but the conveyor has since been modified to more accurately weigh the sulphur as it is loaded.



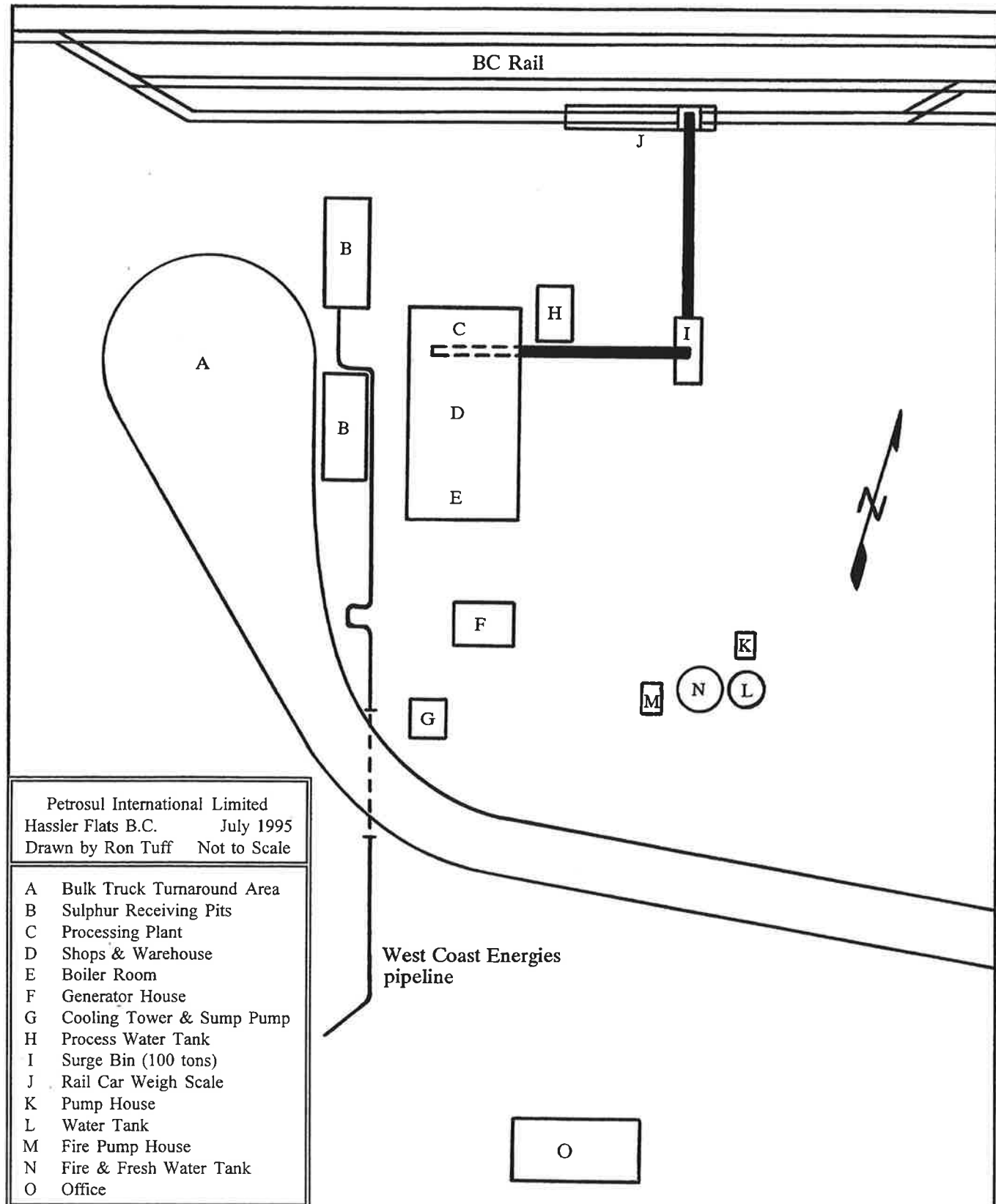
Above The pelletized sulphur is conveyed to the load out area where it is stockpiled on the ground or held in a 100 ton capacity surge bin before being weighed and loaded into waiting hoppers or gondolas.

Below An employee located in a third story window controls the flow of sulphur and positions the Lake Erie Franklin & Clarion 100 ton hoppers, with CNA reporting marks, for loading using a remote control trackmobile.



This very efficient, compact plant produces a highly competitive product used in the rubber vulcanizing process, the pulp & paper sulphate process and the production of sulphuric acid. Petrosul International operates a similar plant at Taylor, twelve miles south of Fort St. John and another at Fort Nelson.

To produce accurate H.O. scale models of the 100 ton rotary gondolas owned by Procor and used in sulphur service, see Andy Barber's article in the October 1991 issue of *The Cariboo*.



Why the PGE?

Mike Lawrence

What is the attraction of the PGE? Why is it so many of us have decided to model and otherwise recreate portions of this particular railway? Have you ever asked yourself these questions? After all, it doesn't possess the scenic splendor of the Rocky Mountains through which the venerable "national" railways traverse. For those of us stuck back in the steam era, the PGE did not have the vast selection of world famous locomotive designs such as the aforementioned "national" lines. For many years it was known as the railway that started nowhere and went nowhere.

I asked myself these questions and buried somewhere in the following is my answer. Perhaps you will find some answers to your own personal soul searching on this subject.

In my case, it all started when my family took a week's summer vacation in a cabin at Birken. As best as I can recall, this would be 1951 or 1952. I was about 8 years old at the time, an impressionable age of ever there was one. The adventure began with us piling into the family conveyance (probably some version of an Austin or Morris product) and driving down to Vancouver Harbor to board a ship destined for points unknown. Bear in mind the family communication wasn't anything like it is now, hence the "point unknown" comment. I knew we were going on vacation, that we would be gone for a week, and that we were going to have a good time; but further details were a little sketchy.

The ship left the harbor on a sunny and pleasant day. I have a clear mental picture sailing under the Lions Gate Bridge. The ship stopped at Bowen Island to discharge passengers and freight. The whistle blew announcing our departure sailing north up Howe Sound to our next stop at Britannia where we again witnessed the comings and goings of people and freight. Next stop Woodfibre. The aroma was pungent to say the least, typical of a pulp mill. The ship continued north up the sound until Squamish came into view. Lo and behold, there was a train sitting on the dock. We took our turn going down the gangway to the dock where we followed the crowd to board the train. These steps up were pretty big for someone my size, but here we were, up close and personal for the first time with the PGE. I had never been on a train before. Street cars and even the occasional interurban were old hat. But this was a real train pulled by two orange-colored diesel locomotives (undoubtedly GE 70 tonners).

The train must have been a long one that day, as I remember being a long way from the locomotives. Sitting by an open window I vividly recall the constant screeching and squealing from beneath the window. This was especially evident during the ascent into the Cheakamus Canyon when I thought the screeching would never stop as the string of well-used coaches twisted and turned its way along the rails.

The train stopped in what seemed to be the middle of nowhere. Here we were invited to detrain to view what must have been one of the scenic wonders of the world – Brandywine Falls. I recall holding my mother's hand as we gazed through the wooden railing at the falls which were quite spectacular. This lookout was on the downstream side of the river feeding the falls, not at all similar to the current location on the east side above the falls.*

The train carried on stopping at various and sundry places I now recognize as Alta Lake, Pemberton, and Mount Curie. We detrained at Birken, were greeted by the lodge proprietor, and shown to a rustic looking cabin about a hundred or so yards from the train station.

During the next week, I recall such memorable events as catching my first fish near the lily pads at the north end of what I now recognize as Gates Lake. Swimming in the lake, stream fishing in what was probably the Birkenhead River (we were transported some distance on the back of a flatbed truck), and train watching. My father was quite the photographer and took many pictures which have unfortunately disappeared over the years.

The return trip was when I discovered the water cooler and those pointed-ended cups. The water was so cool and delicious undoubtedly thanks to those diligent trainmen stocking up the ice hatches during the early morning hours.

Somewhere deep in the forest I recall the train stopping for no apparent reason. I was sitting across the aisle from my parents and loudly reported that I could see some train workers looking at something around the area of the wheels of the coach in front of us. A number of fellow travelers turned to look my way and smiled knowing smiles as if to say: "Don't worry, kid. This kind of thing happens all the time around here." We were soon on our way back to Squamish and home.

Somewhere in the foregoing tale a seed was planted, followed by the usual gift of a HO model train set. The seed lay dormant for many year until after I got married and my bridge gave me a N scale starter train set. It was further fertilized by a PGE layout in a model track planning book, and more recently by the photos in *Route of the Caribou*. Other bits and pieces of information have made their way into my collection over the years, and one of the most helpful resources is the BCRH&TS. How was your interested kindled? Do you have an interesting story to share?

*Many years later Greg Kennelly and I would discuss my recollection. We concluded that must have been incorrect while reviewing his photo collection of the area. A few years later I was once again treated to his fine hospitality and a review of some new photos. One such photo was of the scene as I had remembered it downstream and on the west side. Does anyone have any details of where this lookout was located? Was the right-of-way realigned?

This is Mike's first contribution to The Cariboo. His submission was in response to our editorial in Issue 22. We encourage other BCRH&TS members to share their stories regarding the railway.

UPDATE: POTASH HOPPERS

In Issue 21 (July 1995), we published a review of the various potash hoppers regularly seen on BC Rail trackage. Tim Horton advised us of an error in our story. Contrary to the information therein, all Canpotex cylindrical hoppers are not of the four-hatch design. The company also operates at least two series (PTEX 31xxx and PTEX 52xxx) of three-bay hoppers. See Tim's related product review on page 25 of this issue.



Canpotex PTEX 52491 at Neptune Terminals, North Vancouver on 21 August 1995. The Delaware Valley N scale 3-bay hopper provides a reasonably accurate model of this car. PTEX 52398, 52505, and 31987, all similar cars, were observed on the same day. (Photograph by Timothy J. Horton)

PHOTOFILE



One of the new 5150-cubic foot grain cars in service on the Squamish-Lillooet wayfreight. March 28, 1996. Trevor Mills photo.



B36-7 #3610 outside the Squamish Rebuild Shop. Note the ditchlights, number boards, bell, and headlight. March 8, 1996. Patrick O. Hind photo.

Focus on the Prototype: Fleet Management**T3: Assignment of System Flats**

Initals	Numbers	No of Cars	Car Type	Assignment and Description
BCOL	1100-1149	32	F8	For Loading To Destinations Within The U.S.A. and Canada Inside Length - 55' Bulkhead
BCOL/ PGE	1222-1299	10	F5	OCS and General Service Inside Length - 52' 6" Plain
BCOL/ PGE	1301-1473	94	F5	General Service Inside Length - 52' 6" Plain
BCOL	1508-1560	28	F5	General Service Inside Length - 53' 6" Plain
BCOL/ PGE	10001-10375	343	L6	General Log and Pole Service Inside Length - 62' 9" Log
BCOL	11000-11030	28	L9	General Log and Pole Service Inside Length - 52' 8" Bulkhead/Stake
BCOL	16002-16147	85	F8	For Loading to Destinations Within The U.S.A. and Canada Inside Length - 55' Bulkhead
BCOL	16348-17446	265	F7	For Loading to Destinations Within The U.S.A. and Canada
BCOL	17702-18548	644	F7	Inside Length - 52' 8" Bulkhead
BCOL	52000-52099	97	C1	For Loading to Destinations Within The U.S.A. and Canada
BCOL	52650-52901	248		Inside Length - 52' 8" Center Beam-Bulkhead
BCOL	55000-55098	93	C2	For Loading to Destinations Within The U.S.A. and Canada Inside Length - 55' Center Beam-Bulkhead
BCOL	60001-60005	5	S2	Equipped with a Covered Load Protector For Use Within The U.S.A. and Canada Inside Length - 55' Bulkhead
BCOL	730000-730199	200	C6	For Loading to Destinations Within The U.S.A. and Canada Inside Length - 73' center beam-bulkhead
BCOL	730200-730399	196	C6	For Loading to U.S.A. Only**** Inside Length - 73' Center Beam-Bulkhead

Initals	Numbers	No of Cars	Car Type	Assignment and Description
BCOL	730400-730499	100	C6	For Loading to Destinations Within The U.S.A. and Canada Inside Length - 73' Center Beam-Bulkhead
BCIT	816450-818759	347	F7	For Loading to Destinations Within The U.S.A. and Canada Inside Length - 52' 8" Bulkhead
BCOL	866000-866092 Specified No Below	80	L8	General Log and Pole Service Inside Length - 66' Bulkhead-Stake
866000 866001 866003 866004 866005 866006 866007 866008 866010 866011 866012 866014 866015 866016 866017 866018 866019 866020 866022 866023 866024 866025 866026 866027 866029 866030 866031 866032 866033 866034 866035 866036 866037 866038 866039 866040 866041 866042 866043 866045 866046 866047 866048 866049 866050 866051 866052 866053 866054 866055 866056 866057 866058 866059 866060 866061 866062 866063 866064 866065 866066 866067 866068 866069 866070 866071 866072 866073 866075 866076 866077 866078 866079 866080 866082 866083 866084 866085 866088 866092				
Initals	Numbers	No of Cars	Car Type	Assignment and Description
BCOL	866002-866091 Specified No Below	8	F9	For Loading to Destinations Within The U.S.A. and Canada Inside Length - 66' Bulkhead
866002 866013 866028 866086 866087 866089 866090 866091				
Initals	Numbers	No of Cars	Car Type	Assignment and Description
BCOL	866093-866415	309	F9	For Loading to Destinations Within The U.S.A. and Canada Inside Length - 66' Bulkhead
BCOL	866500-866739	231	C4	For Loading to Destinations Within The U.S.A. and Canada Inside Length - 66' Center Beam-Bulkhead
BCOL	866800-866853	30	F9	Assigned to Tolko at Merritt, B.C. via CP When on line forward to Quesnel Inside Length - 66' Bulkhead

Inits	Numbers	No of Cars	Car Type	Assignment and Description
BCOL	866885-866899	15	C4	For Loading to Destinations Within The U.S.A. and Canada Inside Length - 66' Center Beam-Bulkhead
BCIT	871000-871424	322	C5	For Loading to U.S.A. Only**** Inside Length - 71' Center Beam-Bulkhead
BCIT	871500-871624	122	C5	Assigned to Tolko at Kamloops, B.C. via CP For Loading to U.S.A. Only**** When on line forward to Quesnel. Inside Length - 71' Center Beam-Bulkhead
BCIT	873001-873099	98	C6	Assigned to Canfor at Edmonton, Alta. via CP
BCOL	873100-873174	75	C6	For loading to U.S.A. Only**** Inside Length - 73' CB-BULKHEAD
BCOL	873200-873499	296	C6	For Loading to U.S.A. Only****
BCIT	873950-873953	4	C6	Inside Length - 73' CB-Bulkhead
MSDR	20000-20169	147	C6	For Loading to Destinations Within The U.S.A. and Canada Inside Length - 73' CB-Bulkhead

**** Note 1: These cars may be loaded to destinations within Canada on a temporary basis. In EACH instance PRIOR TO LOADING a permit must be received from the Car Distributor.

Note 2: Cars required for destinations in Mexico must be ordered through the Car Distributor.

Note 3: TP Car Type and Car Distribution Car Type are now the Same.

Previous Installments in this Series:

Issue 19 Covered Hoppers
 Plain and Ore Gondolas
 Tanks - OCS Service
 Canadian Wheat Board Hoppers

Issue 20: Woodchip Gondolas
 Priority Tonnage