The CARIBOO

The British Columbia Railway Historical & Technical Society

Issue 27

January 1997

Intermodal Vehicles

N Scale Gondolas

Convention Report

IN THE NEWS

Edited by Jim Moore

A sincere thank you to everyone who helped make our Society's inaugural convention a tremendous success. The weekend far exceeded my expectations. The clinics were informative and entertaining. The convention hall displays showcased tremendous talent. And it was great to meet so many of the people who have been a part of our group over the past several years. Several post-convention materials are included within this issue. ❑

The Mackenzie switcher suffered a major derailment at 0730 hours on October 16 at mile 562.8 of the Chetwynd Sub. A total of five locomotives and eight freight cars (one full scrap rail, the others with lumber loads) were involved. The suspected caused was a broken rail and the line was closed until midday October 20.

There were no injuries, but the motive power was a real mess. The consist was Dash 8 #4602, M420B #RCL681, B46-7 #7497 (#3614), and M420Bs #RCL682 and RCL687. Lead unit #4602 and #681 passed over the break, with the first unit staying in the track and the second derailed but upright. These two engines stopped about 300 yards from the rest of the train which had piled up against the remaining three locomotives. Third unit #7497 went on its side with the engine still running, until it shut itself down. It also caught fire destroying the cab.

#682 remained upright but buried itself in ballast with carbody and underframe damage. #687 is a write off at the site, as freight cars landed on top of it and it was badly twisted. The carload of scrap rail acted as spears, puncturing right through #687 and into #682 causing significant damage.

On Our Cover...

Montreal Locomotive Works RS-18 #616 is shown outside the North Vancouver diesel shop on a beautiful November 1964 morning. Delivered in the dark green and orange colour scheme, the loco operated short hood forward. Engine #616 would meet an untimely demise just one month later when it fell into Seton Lake. Photo courtesy of Grant Ferguson.

The CARIBOO

PUBLISHER: Jim Moore

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

CONTRIBUTORS:
Doug Davies
Laszlo Dora
Brian Elchlepp
Glen Etchells
Grant Ferguson
Patrick O. Hind
Ross Pugsley
Richard Yaremko

All contributions are welcome. It is helpful if submissions are on a 3.5" disk in Microsoft Word (IBM format) or compatible software, 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.

Our 24-hour fax line is (805) 253-1208. We also accept submissions via e-mail (transitwiz@aol.com).

Authors are responsible for all original statements made in their work. Submissions are accepted with the understanding that they are not under consideration elsewhere.

Synopsis: Dash 8 #4602 was returned to service in less than a week, while #681 subsequently reentered service as well. As of early November, the future of both #7497 and #682 looks doubtful, although both were transported to the Prince George shops for evaluation. Loco #687 was cut up at the wreck site. (Patrick O. Hind and Paul J. Crozier Smith) ❑

1995 was one of the more successful years for BC Rail. Net income was up 16% from 1994, while revenues rose 10%. These results were achieved despite a sharp fourth quarter decline in rail traffic brought about by poor pulp markets and severe winter weather in northern B.C.

Meanwhile, the BCR Group Board approved a capital budget for 1996 which includes continuation of the multi-year locomotive and freight car replacement program, the continued expansion of Westel Telecommunications, Vancouver Wharves asset renewals, funding for BCR Properties developments, and joint-venture investments. (BC Rail *Carrier)* ❑

We're pleased to announce the addition of Tim Horton to the editorial staff of *The Cariboo.* Tim recently served as co-chairman of our very successful inaugural convention. A resident of North Vancouver, Tim is an accomplished N scale modeler. ❑

WHAT THEY'RE SHIPPING: Here's a break-down of carloading (revenue tons by commodity) information for 1995: coal 34%, wood chips 19%, other commodities 14%, lumber 12%, misc. forest products 12%, and pulp *9%. (* BC Rail *Carrier)* ❑

BC Rail played an major role in a massive move which saw an entire oil refinery dismantled and shipped to the United Arab Emirates where it will be reassembled and put back to work.

BCR transported the components of the former PetroCan refinery from Taylor to Lynn Terminals in North Vancouver. The refinery's purchaser, Fal Oil, will reconstruct it and put it back into operation at Sharjah, on the Persian Gulf.

Moving the refinery was a major exercise in logistics, involving about 60 intermodal trailers and nearly 50 bulk rail cars. Some of the pieces were so large that an inch of clearance was available through Horseshoe Bay Tunnel at Mile 11.7.

It took nearly a month to move the refinery 750 miles from Taylor to the dock at North Vancouver, and a week and a half to load the ship.

BCR's new 7300 and 7400-series rail cars were a great asset in moving the many marine containers in this project. *(* BC Rail *Carrier)* ❑

The Fort Nelson line reopened to traffic on October 12 after having been closed for over a month due to two bridge washouts: one at Gutah, the other at Fontas. The main span of the Gutah Creek bridge (Mile 874.6) was washed several kilometers downstream during a September 2 storm. They bridge gave way prior to the arrival of a northbound freight (SD40-2 #763, B36-7s #7484, 7497, and SD40-2 #751). On September 28 a new 100-foot deck plate girder span was opened.

The following day, the bridge at Fontas (Mile 916) was damaged by a log jam that then backed up the river for more than 300 metres. First the log jam had to be cleared, then the repair crew had to get a crane of adequate capacity to reach to carry out the piling work for a new centre pier support. Two of the 92-foot Glulam spans were then retrieved from the water, repaired, and erected back into position.

Products from Takhama Lumber, Canadian Chopstick, and Slocan Forest Products in Fort Nelson had to be trucked to Taylor and loaded onto railcars to complete their journey south. Both bridges were the victims of high winds and heavy rains. (Paul J. Crozier Smith, BCR *Carrier*, and WCRA *News*) ❑

Two colour photographs taken by BCRHTS member Brian Elchlepp have shown up in the enthusiast press of late. The first, of WCRA's PGE RSC-3, appeared in the November issue of *Trains*. Then we were treated to a shot of B36-7 #3607 in the October issue of *CTC Board*. Nice work, Brian. ❑

Congratulations to Colleen Brow of BC Rail's Corporate Communications department . Colleen won first prize in the video production category sponsored by the International Association of Business Communicators for the 1995 Employee Annual Report video. Colleen is a past editor of BCR's *Coupler.* ❑

Armchair travelers have a treat in store when *Palin's Pacific*, a new BBC/PBS production, begins next fall.

The nine-part series will take viewers across Asia and the South Pacific – and British Columbia, as seen from the windows of the *Royal Hudson* and *Cariboo Prospector*.

Palin is Michael Palin, actor, writer, and host of several travel shows. He and his eight-person crew spent a year in the Pacific Rim, winding up with BC Rail in August.

BC Rail ranks third in *Train*'s list of most scenic rides in North America, but this is the first time that BC Rail has been featured in such a high profile series. Viewership is expected to be 200 million. (BCR *Carrier*) ❑

A Canadian Forest Products/Sinclair Enterprises consortium has received the go-ahead to build a medium density fibre (MDF) board plant in BCR Properties' Prince George Industrial Park. Construction is expected to begin next spring with a fall 1998 completion date.

The plant will produce up to 170,000 tonnes of MDF board a year, most of it for use in furniture and finishing markets. This will mark the first MDF carried on BCR. (BCR *Carrier*) ❑

BCR has added two hundred 60-foot, 100-ton boxcars to its fleet. Most of the cars are dedicated to hauling oriented strand board (OSB) from Slocan Forest Products new plant in Fort Nelson to markets in the Pacific Northwest. (BCR *Carrier*) ❑

BC Rail increased its supply of freight cars to 9,428 in 1995 from 9,366 the previous year. This corrects a previous report which showed a decrease in available freight cars. ❑

Royal Oaks Mines has awarded BC Rail a contract for the movement o materials to the copper-gold mine it is developing in northwestern BC.

The Kemess mine is about 300 km northwest of Mackenzie, and is expected to begin operating in the spring of 1998. When completed it will produce 120,000 tonnes of concentrate annually over an expected life of 15 years.

BCR is coordinating delivery of all inbound equipment and materials for the construction of the mine as well as mine operating equipment. (BCR *Carrier*) ❑

The first anniversary of the Balfour Distribution Centre was cause for celebration. The centre is a cooperative venture between Balfour Guthrie Forest Products and BC Rail. BC Rail operates it to distribute products from Balfour Guthrie, the export arm of Canadian Forest Products Ltd.

During its first year of operation, the centre surpassed its targeted volume by 30 percent, and volumes are continuing to increase. The site occupies a six-acre yard adjacent to the North Vancouver yard. Balfour Guthrie ships dimension lumber from Canfor mills and other independent suppliers to the yard where it is stored for shipment. When advised, BCR assembles the orders and delivers the products to the docks. (BCR *Carrier*) ❑

BCR Properties is in the process of building a 31,000 square foot sales and service centre in its Price George Industrial Park for Peterbilt Trucks. The facility is expected to be completed in early 1997. (BCR *Carrier)* ❑

Two further PGE/BCR related freight cars have recently been added to the WCRA collection at the Heritage Park in Squamish. First received was former PGE steel boxcar #4182, one of the last still sporting the original vertical block lettering. Two flatcars, including ex PGE #1383, were also placed into the collection. (WCRA *News*) ❑

Both John Bruce and Pat Flannigan called to comment on Lawson Little's recent crane feature (Issue 26). As Lawson stated in this introduction, his article was intended to be a foundation upon which other BCRHTS members would build. The focus of that article was primarily on the prototype, with little information included regarding modeling. If anyone wishes to share their observations/suggestions re modeling any past or present PGE/BCR crane, please send them along and we will publish them in our next issue. ❑

Freight Car Sightings: While in Vancouver prior to our convention, I spotted a few freight cars of possible interest. Built in December 1995, BCOL 873654 is a National Steel Car centrebeam flat car formerly CBRY 1364. Also noted from the same series was BCOL 873678, ex CBRY 1398.

There still are some dogwood herald cars out there, including boxcars BCOL 4316 and BCOL 40759. Former BCR caboose #1872 is now become part of the *Royal Hudson* equipment.

CONTINUED ON PAGE 21

Highway Vehicles and Trailers of BC Rail (Part Three) Laszlo Dora

- Part One (Mercedes straight truck) Issue 20 (April 1995)
- Part Two (45-foot flatbed TOFC trailer) Issue 24 (April 1996)

Refrigeration Units

In the North Vancouver yard, within the TOFC compound, an assortment of refrigerated trailers can often be spotted. The fleet consists of a mix of trailers and refrigeration units some of which are shown in the accompanying photographs. As part of this article, I will also discuss the Chevy vans that are used to service the refrigeration units

I have come across two castings suitable for depicting two of the Thermo King units found on many of the BCR trailers. Though I am not aware of any commercially available version of the trailers, hopefully in the near future some manufacturer will fill this market niche. Meanwhile, temporary fill-ins could be made using available kits, preferably those with corrugated or beaded sides.

The smaller, older unit to be modeled is the Thermo King *Sentry di* model.

1) Start with Using Custom Finish casting (refer to Materials List). Carefully cut off the bottom portion just below the round impression on its front. The CF casting is too long.

2) File off the round impression.

3) Paint the casting white. When it is dry, paint both the rectangular slots and the control panel black.

4) Cut .005" styrene into strips and glue over the rectangular slots to form squares.

5) Carefully paint the styrene white, or it will become discoloured with time.

6) From the Microscale CN decal sheet, apply the lettering *Thermo King* over the grill.

7) Using painted wire and styrene bits, fabricate the various details found below the unit. Mount the fuel tank under the trailer.

The larger unit to be modeled is the Thermo King *5B-111 SR* model.

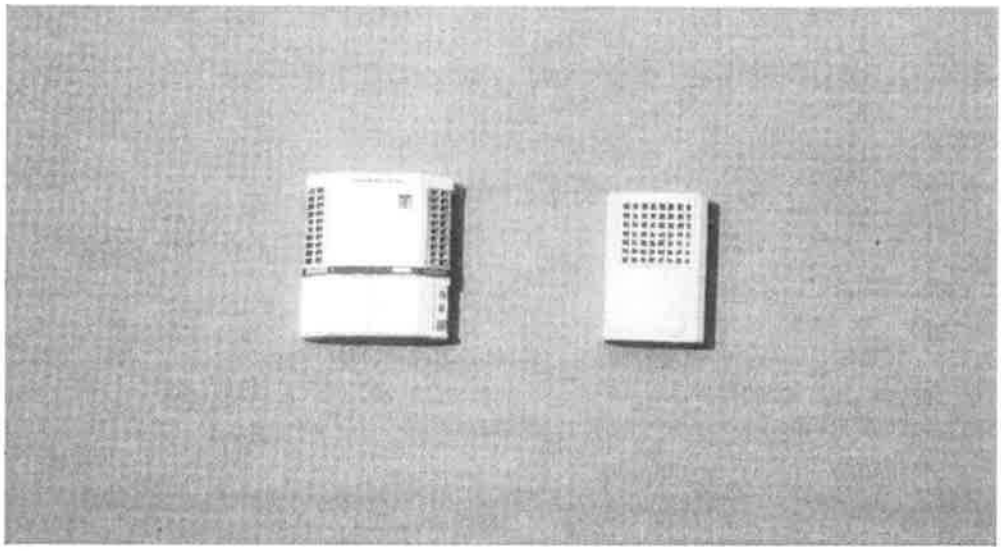
1) Using the casting from Mountain States, follow the painting suggestions included in the kit.

2) Paint the unit white. When this is dry, paint the grill slots black and the top surface aluminum.

3) The band on the prototype is aluminum with black edges. The controls are black and aluminum.

4) Using the Microscale CN decal sheet, apply *Thermo King* lettering to the top of the unit.

5) Using the Microscale Santa Fe decal sheet, from the container chassis portion, apply the small silver strips with writing on them. Apply these to the band below the grills.



Nearly completed models of the refrigerator units.

Laszlo Doro photo.

Completed model of the Chevy van.

Laszlo Dora photo.

Several trailers in the North Van yard.

Laszlo Dora photo.

Chevy Van

With regards to the long awaited Chevy van, Trident has finally released two versions. Although they represent an older model version, they are very close to some of the ones used by BC Rail, and with slight modification will produce an effective model.

Obtain the sports version that has the windows. Most likely it will have mag wheels which will need to be replaced with Chevy rims from one of Trident's pick-up trucks.

1) The van appears to have four-wheel drive suspension so it will need to be lowered. A bit of carving and the addition of styrene to keep the axles in place will do the trick.

2) Paint the van body BCR dark green using the paint mix contained in part two of this series. Paint the bumpers light grey, the wheel hub centers aluminum, and the rims white. The wipers should be silver and the mirrors white.

3) Paint the lights and reflectors as outlined in part two of this series.

4) Apply the smallest N scale Microscale BCR dogwood herald (from set 60-783) onto the two doors. Apply some gloss over the decals.

In future installments, I plan to discuss the construction of several tractors, starting with the Kenworth W900.

Materials List

smaller unit:
Custom Finishes by Bob Rzasa
287 Modern Trailer Diesel Refrigeration Unit

Microscale HO 87-804
CN Laser 49-foot Refrigerated Containers 1993+

larger unit:
Mountain States Model Works MS-600
(obtain from Crescent Station, POB 7, Crescent Mills, CA 95934)

Microscale HO 87-804

Microscale HO 87-638
Santa Fe 45', 48', 53' containers and chassis

Chevy van:
Microscale N 60-783
BCR Locos Two-Tone Grey Scheme 1990+

For future projects:

Custom Finishes by Bob Rzasa
7009 Hy-Rail Guide Wheel Kit (order minimum of 3)

Sheepscott Scale Products 85011
HO Scale Truck Detail Parts
(obtain from Crescent Station)

The older Thermo King *Sentry di* unit.

Andy Barber photo.

One of the Chevy vans used to service the units. The weather is not always ideal for such work, hence the umbrella contraption.

Andy Barber photo.

MODELLING THE BCR MOTERIZED VEHICLES

With regards to the assorted vehicles and equipment used by BC Rail (BCR), presently there is very little available as finished models and what there is, is totally incorrect.

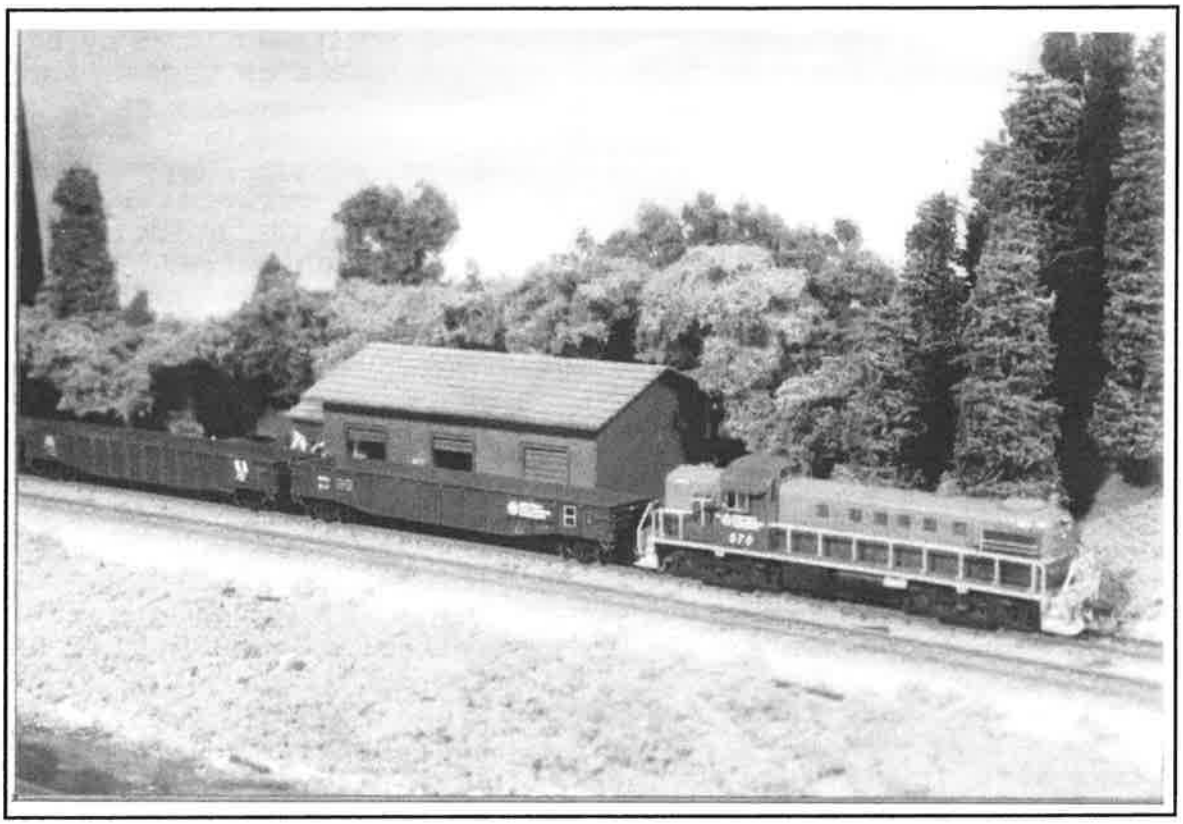
There is an ever increasing number of modern North American vehicles becomming available, which with various degrees of alteration will produce prototypical models. The majority of the trucks used by the railway have been customized for their particular use and as a result when modelling them, half the work is to produce the individual custom details as found on each vehicle, and the other half is to improve upon the base model.

The following list outlines what may be modelled:

Mercedes LP1419 straight truck	**-refer to part 1 of series**
Kenworth W900 tractor	**-modified Herpa cab**
Kenworth cabover tractor	**-heavily modified Ford cab (Lindberg 1056)**
International Transtar II	**-Walker Models 5021 detailed**
International COF9670	**-Walker Models 5020 shortened and detailed**
International 1654 incl. crewcab	**-Herpa beer truck modified as required**
Ottawa yard tractor	**-Wheelworks ww-157 is a good starting point**
Caterpillar container crane	**-Kibri 10432 with a fair amount of work makes a convincing model**
Chevy van	**-refer to part 3 of series**
Ford Explorer	**-Williams Bros. 53903 provides a challenging paint job**
GM emergency response truck	**-Trident pickup truck cab a starting point**

I am interested in obtaining photographs for my data base of the following vehicles which may possibly be modelled:

Pontiac Grand Am
Ford Taurus
Chevy Caprice
Chevy Suburban
Chevy flatbed pickup
Chevy pickups (full size) including crewcabs
Jeep Cherokee
Volvo flatbed
Dodge Carivan
Other passenger vehicles



BCR FREIGHT CARS IN N SCALE

PART 2: THE 52'6" GONDOLAS

by

Timothy J. Horton

Model Photography by Wayne Sutton

While the majority of BC Rail's carfleet is comprised of cars designed specifically for the shipment of forest products, there remains in service a large quantity of standard type freight cars which, if modelled, can add variety to your trains and the commodities they haul. The railway's fleet of gondola cars are called upon to haul a variety of different loads, but they are probably of most value for their frequent use in work trains. In light of their age these cars appear in several different paint and lettering schemes, enabling you to add further variety to the rolling stock on your layout.

The Protoype

The railway's fleet of gondola cars consists of several series which differ in appearance. The earlier cars were built by the National Steel Car Corporation between 1954 and 1958 and were delivered in the Cariboo herald scheme. During the 1960s eighty of these cars were converted to chip cars. The later cars, beginning with series 9201-9225, were built by Hawker Siddeley Canada Limited. A significant number of these later cars were modified to accept standard fibreglass covers for copper concentrate service. The

9401-9425 series cars were unique on the railway in having a door at the 'A' end. By coupling two cars together at their 'A' ends with doors lowered, standard sections of rail can be carried. A summary of the PGE/BCR gondola fleet appears below:

Car Series	Manufacturer	Date Built	Notes
9002-9175	National Steel Car	1954-1958	80 converted to chip cars 1962-1968
9201-9225	Hawker Siddeley	1965	
9251-9300	Hawker Siddeley	1972	modified to accept fibreglass covers
9301-9320	Hawker Siddeley	1967	modified to accept fibreglass covers
9321-9370	Hawker Siddeley	1971	modified to accept fibreglass covers
9401-9425	Hawker Siddeley	1965	with door at 'A' end for rail service

Additional data, dimensional drawings and prototype photographs of British Columbia Railway gondolas can be found in an informative article by F. John Perry and Ron Tuff which appeared in the April 1996 issue of *"The Cariboo"*.

I decided to model twelve cars from the 9036-9175 series and selected specific prototype cars which I had photographed. I wanted a variety of paint and lettering schemes and working from the photographs would permit me to finish each car in the correct scheme.

The Model

I selected the Con-Cor N scale gondola for this project. The model consists of a styrene carbody with a metal underframe which snaps in. The body shell is nicely detailed and has fixed ends and a wood floor which closely resemble the prototype. However the bottom edge profile of the fishbelly sides is not quite correct. On the model the slopes of this profile extend across two panels while on the prototype they extend across one panel. I elected to leave the profile of the fishbelly side unaltered as this did not detract significantly from the visual impact of the model.

The main discrepancy between the prototype and the model is in the overall length of the car. The prototype car measures 52'7 3/4" over the end sills, whereas the model scales out at approximately 48 feet in length. It is one panel too short. In constructing these cars I wanted a model which provided a good visual representation in N scale of the prototype, without resorting to scratchbuilding. In using the Con-Cor model I therefore chose to obtain the correct appearance through lengthening the carbody by one body panel. By planning my cuts carefully I determined that from three body shells, two cars of correct length could be constructed.

The Carbody

Whenever possible I prefer to work with bare plastic. I recommend that you try to obtain undecorated shells, which come unpainted. This enables you to see what you are doing more easily and saves you the process of stripping paint and lettering. In the event that you do have to start with decorated shells, remove the factory paint and lettering with brake fluid. I apply the fluid with a paintbrush and allow it to stand on the model for one hour. Rinse the model in warm water and repeat the process as necessary.

Assuming you are going to construct two cars utilizing three body shells, arrange them as illustrated in fig.1. It is important to plan your cuts carefully as once you have finished cutting, you will have seven pieces. I labelled the cars as shown in fig. 1 and used masking tape to indicate where the cuts would be made. This eliminated any confusion and any errors when cutting and rearranging the parts. You can opt to cut the cars in half using a mitre box, or you can do it with the naked eye. I chose the latter and obtained satisfactory results. Lay the first body shell to be cut on its side. Line your Xacto sawblade up beside the rib and cut through the side of the car. I made my cut a short distance away from the rib to avoid damaging the rivet detail, and then sanded the edge back to where the joint was to be made. I wanted the joint line on the finished car to be next to the rivet line on each side and between floorboards on the inside of the car.

Repeat this process on the opposite side of the car. If your first two cuts were located properly, you may now use these as a guide to achieve a square cut. Turn the shell face down and align your sawblade with the cuts on the bottom of each side. Complete the separation of the bodyshell by cutting through the floor of the gondola. Repeat this process on the second and third bodyshells. You now have seven carbody sections of varying length.

Rearrange the parts as illustrated in fig. 2 and discard those which are not required. With each section the edge to be joined should now be squared up and any irregularities removed. The best tool for this job is the True Sander by Northwest Short Line. I did not have the True Sander at the time of constructing my gondolas and I prepared the edges to be joined with a flat needle file and wet sandpaper. Test fit the sections together and hold them up to the light. This will show any imperfections in the edges which can then be attended to with a file or with sandpaper.

You are now ready to glue the sections together. I used Weldon 3 plastic cement which fuses the two surfaces to be joined. There are a number of proprietary plastic cements which perform in a similar manner and will work equally well. Remember that the finished joint has to withstand the forces the car will experience when coupled in a long train. You do not want your car to separate in half when in operation!

Apply the cement to both surfaces and let it stand for a few seconds. Press the two sections together and hold firmly, taking care to make sure that the joint is properly aligned. A small bead of cement and melted plastic will ooze out of the joint - do not disturb it. While the cement is drying, check regularly to ensure that everything is properly aligned by sighting along the top and bottom edge of each side. Allow the cement to finish hardening overnight. Sand the underside of the carbody smooth in order to ensure a good fit with the chassis later on. Now return to the bead of oozed cement which has hardened. Sand it flush and it will help to conceal your joint. On my cars some joints are more visible than others, and some are virtually invisible. The key is in ensuring a tight and square fit. Your paint job will help to conceal a good joint, but not a poor one.

Cement the brakewheel in place at the 'B' end. You could upgrade your cars by substituting a Micro-Trains brakewheel, and in a similar fashion the cast stirrups could be removed and replaced with those by Micro-Trains. If you intend to finish your cars in the scheme with the dogwood logogram, you will need to manufacture a letterboard for each side. I used .010 x .156 Evergreen strip styrene which provided the correct height. It needs only to be cut into 7 1/2 foot lengths. The letterboards were typically located on the third and fourth panels in from the right hand side of the car as you view it, although I photographed and modelled a car (BCOL 9062) which had them mounted on the fourth and fifth panels in. The letterboards should be mounted 9" down from the top of the car. See fig.3 to confirm the correct position for your letterboards.

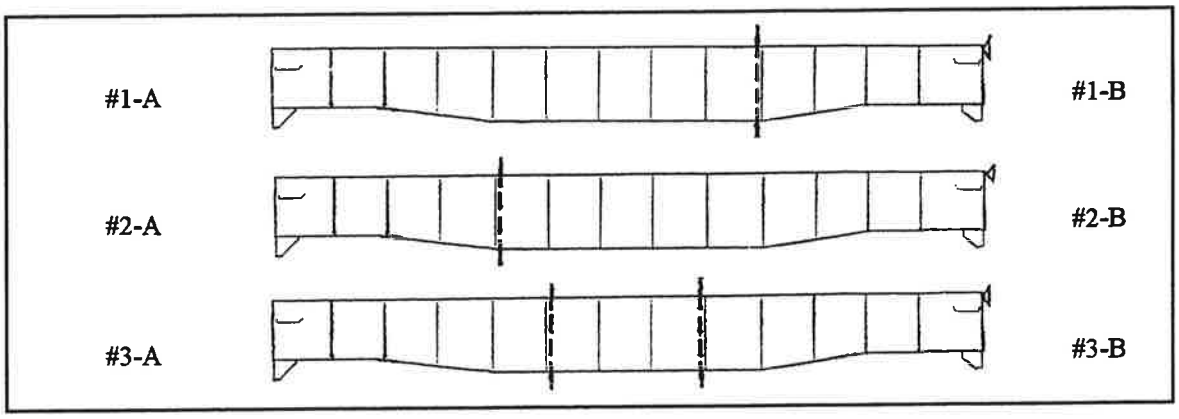


Fig. 1 Arrange the three body shells as illustrated above prior to making your cuts. Make your cuts along the dashed lines as illustrated above. (drawn to scale: 1:160)

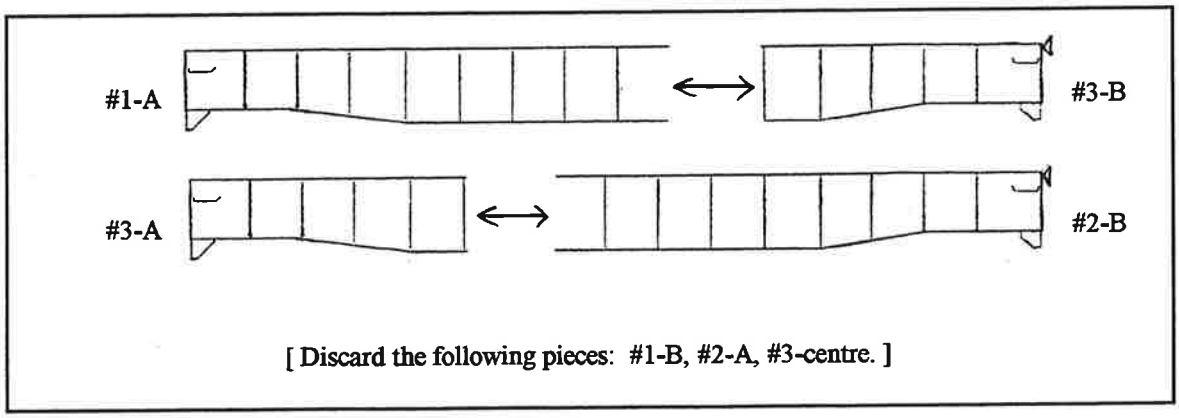


Fig. 2 After making your cuts, rearrange the parts as shown above and discard those which are not required. Test fit the new pieces together and prepare them for gluing. (drawn to scale: 1:160)

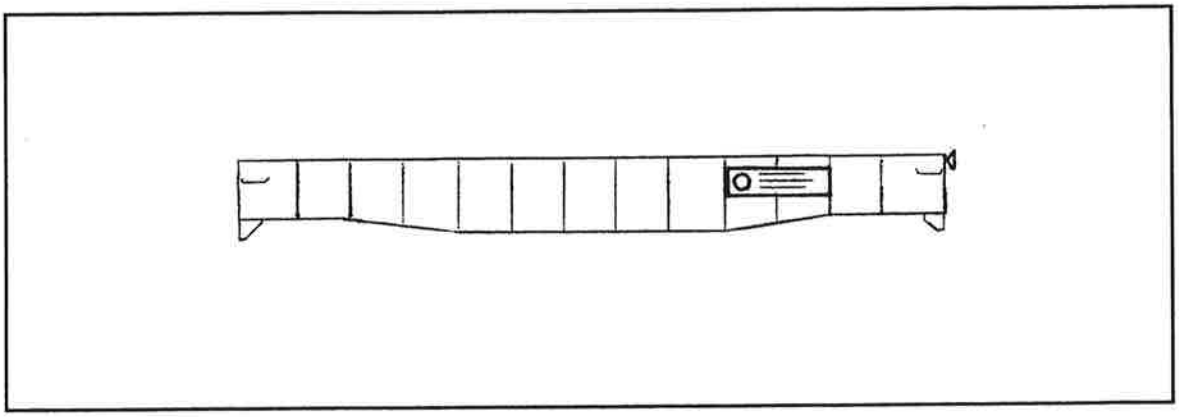


Fig. 3 If you wish to model a car which received a British Columbia Railway letterboard, manufacture one from .010 x .156 strip styrene and locate as shown above. This was the typical location; refer to prototype photographs for alternate locations. (drawn to scale: 1:160)

The new carbody is completed by preparing the underside for bodymounting of the couplers. Assemble a pair of Micro-Trains #1027 couplers as per the manufacturer's instructions. Turn the carbody upside down and position the coupler to determine where the hole for the mounting screw should be located. With the coupler in position, use a pin to mark the spot and drill through the floor of the gondola with a #62 drill. Tap for a 00-90 screw. The coupler box has a locating pin on top which can be sliced off, or you can drill a locating hole for it. I chose the latter method and obtained a secure mounting every time. The carbody is now ready for painting.

The Underframe

The Con-Cor underframe snaps into place beneath the original bodyshell and is held in place at each end, where the holes for the bolster pins are located. Now that you have lengthened the carbody, the bolsters are of course further apart and you must cut the underframe in half. The underframe lends a good amount of weight to the model. You can cut the underframe in half and move each end out to the desired location, leaving a gap of approximately 3'6" in the middle, or alternatively you could cut and rearrange the underframe halves in a manner similar to what was done with the carbody in order to produce a full length underframe. I chose the former method and have been pleased with the results. The gap in the underframe is well concealed by the fishbelly sides and is not apparent unless the car is flipped over completely.

I cut each underframe to be used in half, off to one side of the halfway mark in order to avoid the cast air reservoir. I then dressed each underframe piece with a #10 mill bastard file to ensure a good fit with the carbody. Pay particular attention to the edges of the underframe and to the top surface. With the tip of a round needle file, clean out the bolster pin hole, particularly along the ridge inside the hole. These steps are important to ensure that the carbody will eventually sit level on its trucks.

Each car requires a pair of Micro-Trains 1001 Bettendorf trucks (without couplers). Open the package and examine the sprue which holds the bolster pins and washers. There is also an adapter on this sprue which is designed specifically for Con-Cor cars. You've probably discarded lots of them in the past; now you're going to use them. Trim any flash from the adapters and insert them through the top of the bolster pin hole on the underframe. I use the tip of a round needle file to jam them in as hard as possible. Using a sharp Xacto #11 blade, slice off the protruding part of the adapter until it is flush with the underframe surface. It is important to make sure the holes in the adapters are aligned vertically, or your bolster pins will go in on an angle and the carbody will not sit level on the trucks. Attach the trucks to each underframe section and check to make sure that the trucks swivel freely.

Painting

The prototype cars were delivered to the Pacific Great Eastern Railway painted in mineral brown (red oxide) and lettered in the caribou herald scheme. Over the years some cars were relettered with the block P.G.E. letter scheme or the later PGE map scheme. After 1972 many of the cars were repainted in dark green and relettered for the British Columbia Railway with a 20" dogwood logogram on a steel letterboard. Since the 1980s a significant number of gondolas still wearing one of the PGE schemes have had the old herald painted out and have been relettered with the BCOL prefix, while cars in the BCR scheme have had their letterboards removed as the welds begin to fail. Since 1990 repainted cars are decorated with the current BC Rail logo which is located between ribs. Depending on the era you wish to model, a variety of paint schemes are possible.

The carbody has received a lot of handling during surgery and must be washed prior to painting. I immerse the carbody in warm soapy water and scrub it gently with an old soft toothbrush. I then stand it out to dry on a paper towel. Meanwhile the paint mix can be prepared. For mineral brown (red oxide) I prepare a mix of Floquil Boxcar Red and Rail Brown. For BCR dark green I mix one part of Floquil Black, one part of Reefer Yellow and four parts of #110040 Dark Green.

With an airbrush the paint is applied in even strokes along the various surfaces of the carbody. With a ribbed car such as the gondola I recommend you also apply paint in short strokes along the ribs to ensure coverage along the rivet strips. If your car has letterboards make sure that the edges of the letterboard receive an adequate coat of paint. When the paint is completely dry, examine the carbody under a light to check for any areas which have not been covered adequately. Complete the paint job by sealing it with a coat of Micro Gloss in preparation for the decals and dry transfers.

To letter a car in one of the three Pacific Great Eastern schemes, you can use the appropriate CDS dry transfer set. Sets N-86, N-87 and N-88 will letter one car for the Caribou herald, block P.G.E. or map herald schemes respectively. To letter a car for the British Columbia Railway you will have to borrow the dimensional data from CDS set N-88 and use the roadname, number, consolidated stencil and safety markings from set N-237 (50' auxiliary door box) or from set N-238 (61' woodchip car), depending on which style of letters and numbers your prototype car requires. If your model requires the dogwood logograms, a pair of 20" heralds can be obtained from Microscale Decal set N 60-783 (British Columbia Railway Locos - Two Tone Green Scheme). From photographs I observed that several cars I wished to model required ACI plates or black and yellow inspection dots. These were obtained from Microscale Decal sets 60-2 and 60-193 respectively. As I am modelling the 1985 scene I did not finish any cars with the BC Rail logogram. When you have finished lettering your cars, seal with a coat of Micro Flat.

In decorating your cars I encourage you to work from photographs (see figs. 4-11). Additional prototype photographs of these gondolas can be found in the aforementioned article in the April 1996 issue of "The Cariboo". Even today these cars operate in a variety of paint and lettering schemes. The detective work involved in hunting for particular cars can be fun in itself. It was while returning from a fruitless visit to the yard in Squamish, where gondolas normally abound, that I was fortunate to stumble upon 28 of these cars in Porteau siding. I promptly returned to Squamish to purchase a fresh roll of film and then raced back to Porteau to photograph them all!

Completion

Turn the carbody upside down and mount the Micro-Trains couplers. The mounting screw will penetrate the floor of the gondola next to the end wall. After testing to make sure that the couplers function properly, trim the coupler screw as close to the floor of the car as possible and cover it with a dab of paint.

Finally, test fit the two underframe halves with trucks. Note that the section with the air reservoir should go at the 'A' end, away from the brakewheel. Cement in place with CA adhesive, taking care to ensure that adhesive does not enter the top of the bolster pin hole at each end. Your gondola is now ready for revenue or work service on your layout.

Service

The railway depends on its gondola fleet to carry a multitude of different loads. Some examples include copper concentrates (covered with clear tarpaulins in the days before fibreglass covers), sulphur, pipe, scrap iron, and structural steel items such as beams, girders and steel rod. The gondolas are also used

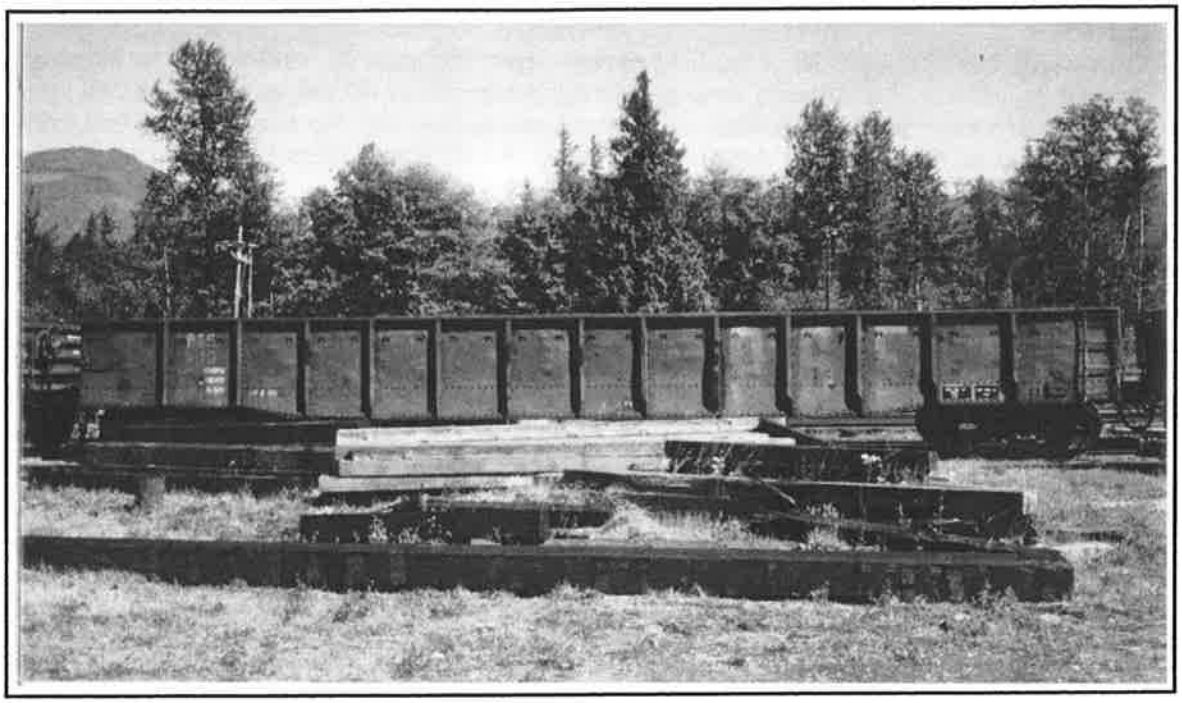


Fig. 4 PGE 9115 in the original red oxide paint scheme with PGE block lettering at Squamish on September 5, 1987. *Photograph by Timothy J. Horton*

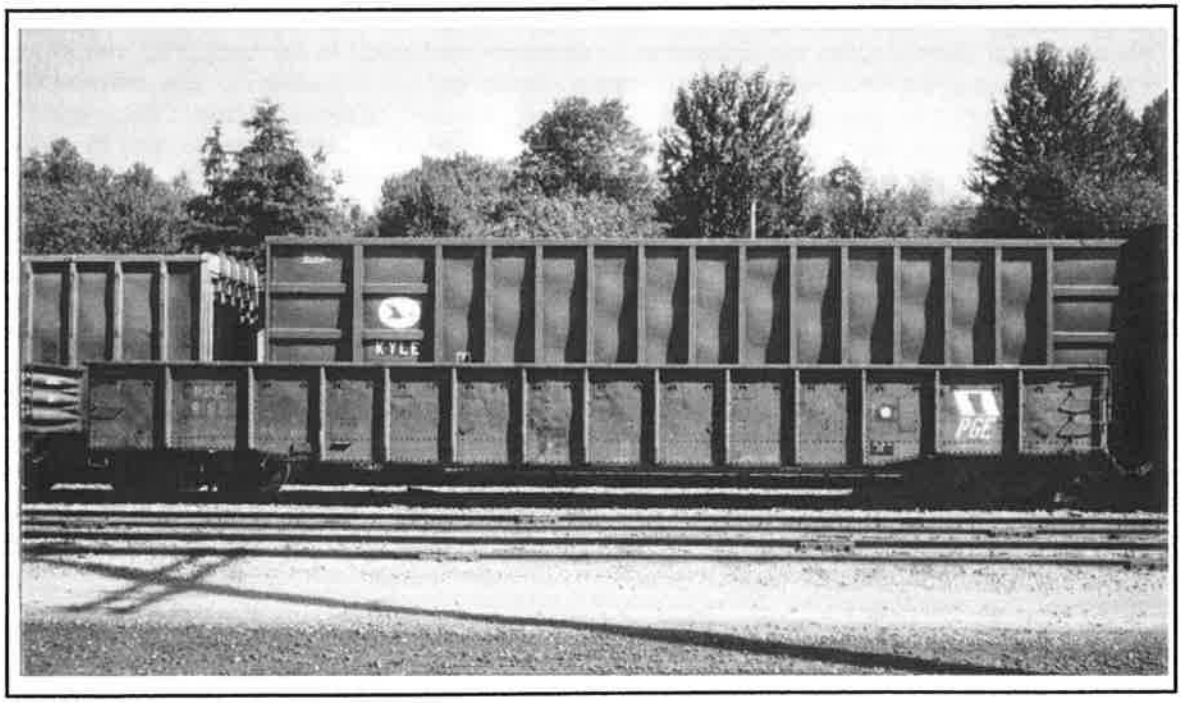


Fig. 5 PGE 9162 in the later scheme with black and white PGE map herald at North Vancouver on September 3, 1986. *Photograph by Timothy J. Horton*

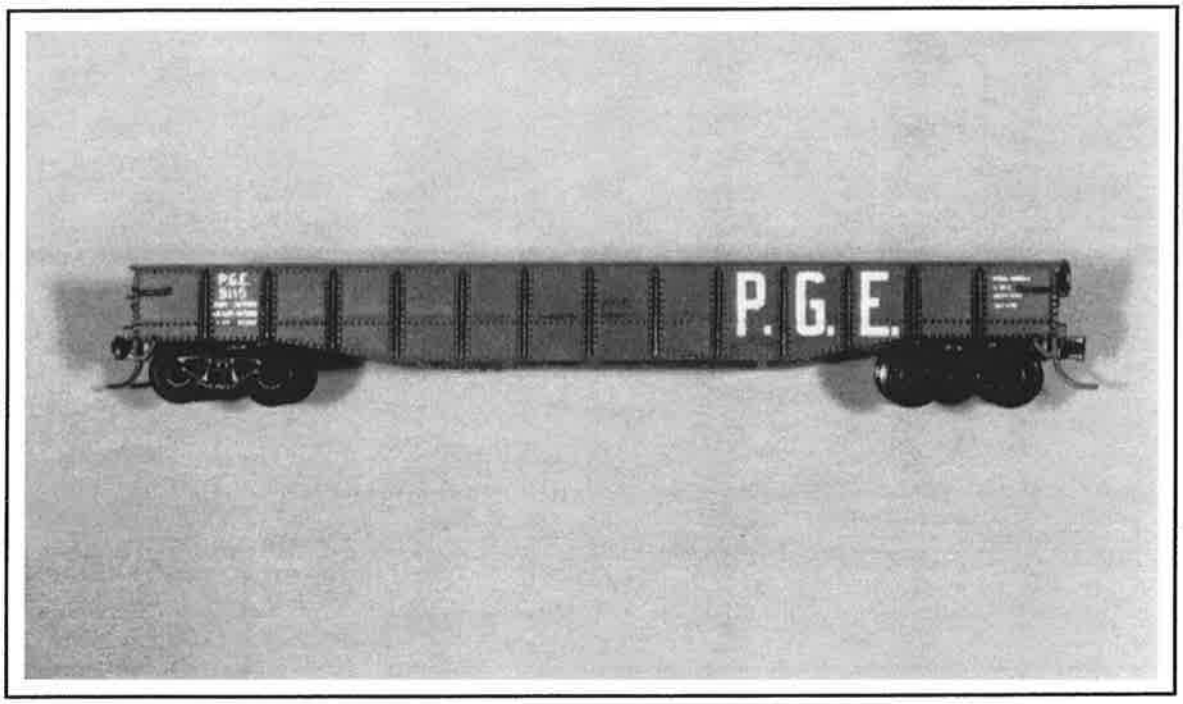


Fig. 6 N Scale model of PGE 9115 in the original red oxide paint scheme with PGE block lettering, using CDS dry transfer set N-87. *Modelled by Timothy J. Horton*

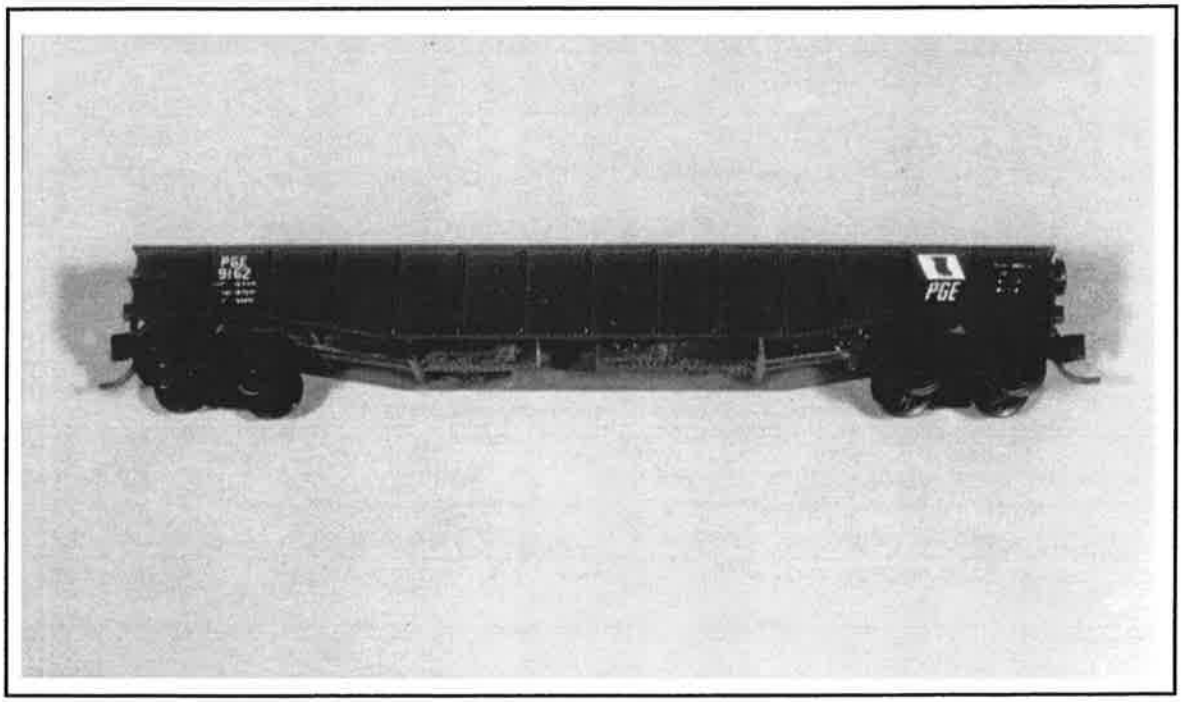


Fig. 7 N Scale model of PGE 9162 in the later scheme with black and white PGE map herald, using CDS dry transfer set N-88. *Modelled by Timothy J. Horton*

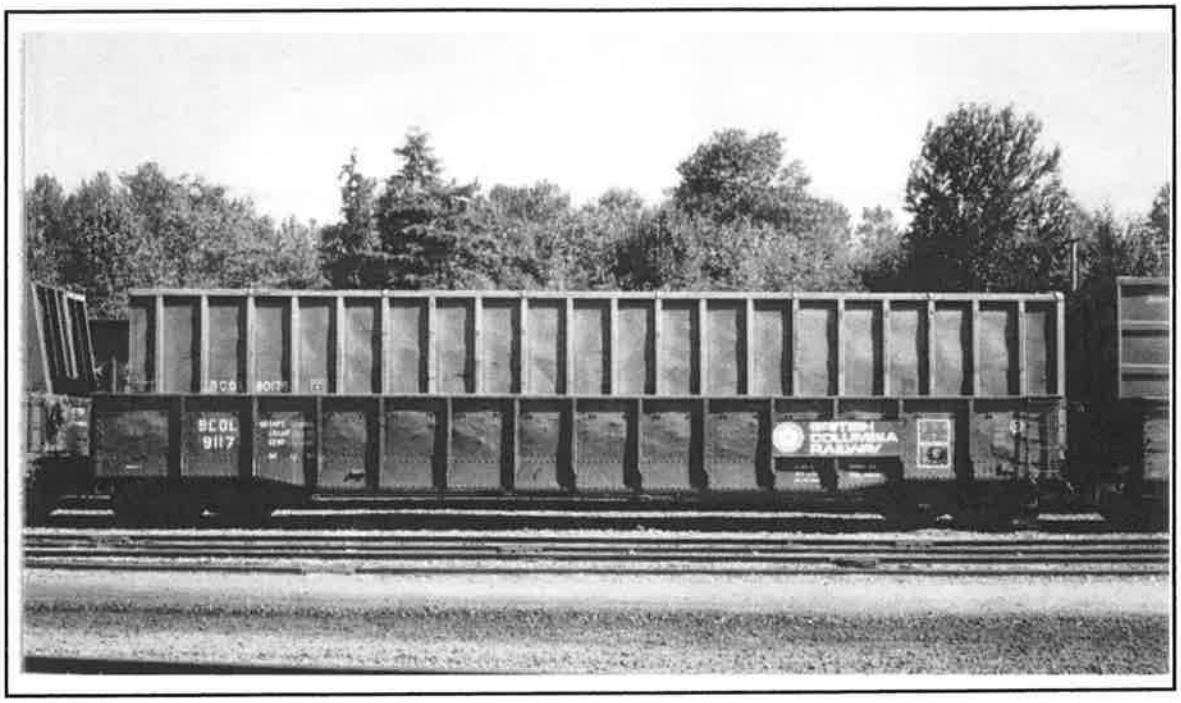


Fig. 8 BCOL 9117 in BCR dark green with the British Columbia Railway logogram applied on a letterboard, at North Vancouver on September 3, 1986. *Photograph by Timothy J. Horton*

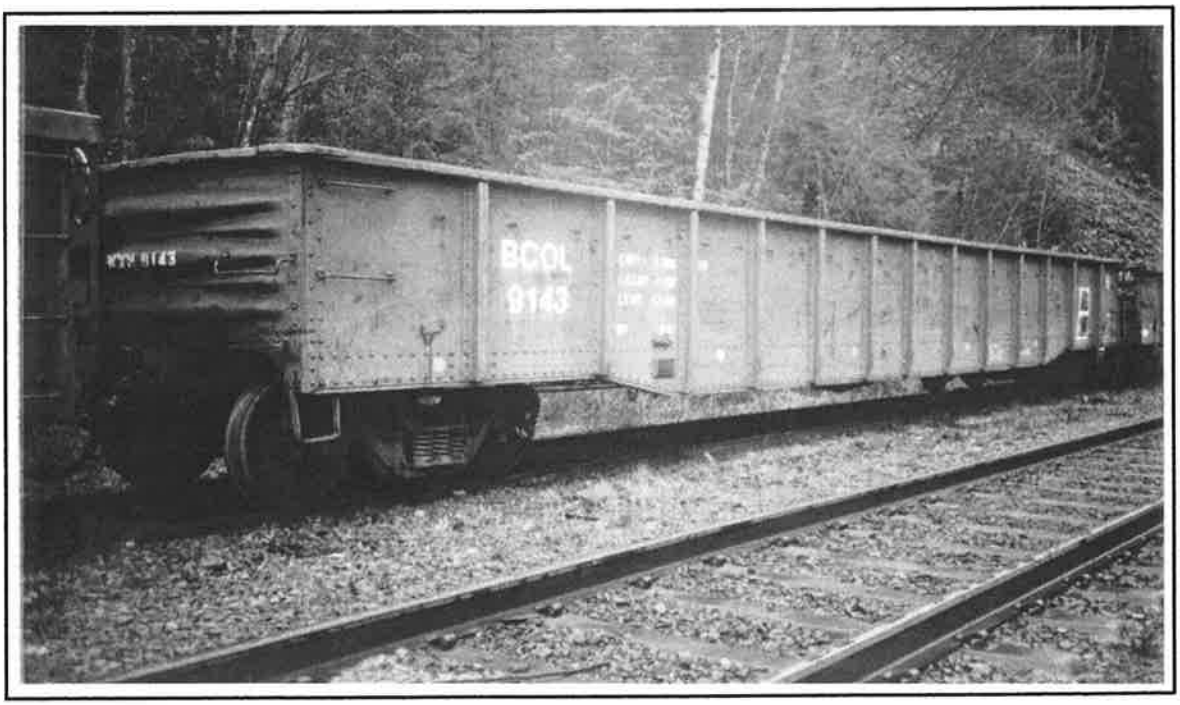


Fig. 9 BCOL 9143, also in BCR dark green but with no British Columbia Railway herald, at Porteau in February 1994. *Photograph by Timothy J. Horton*

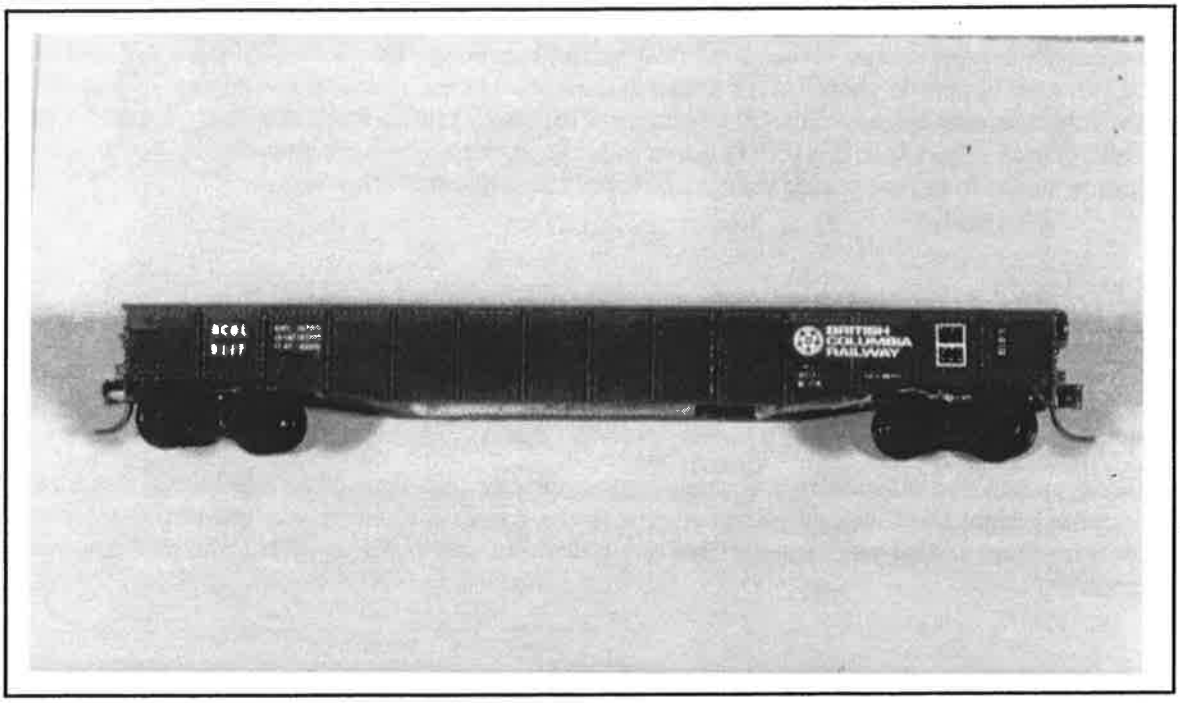


Fig. 10 N Scale model of BCOL 9117 in BCR dark green with logogram on letterboard, using Microscale Decals and CDS dry transfers. *Modelled by Timothy J. Horton*

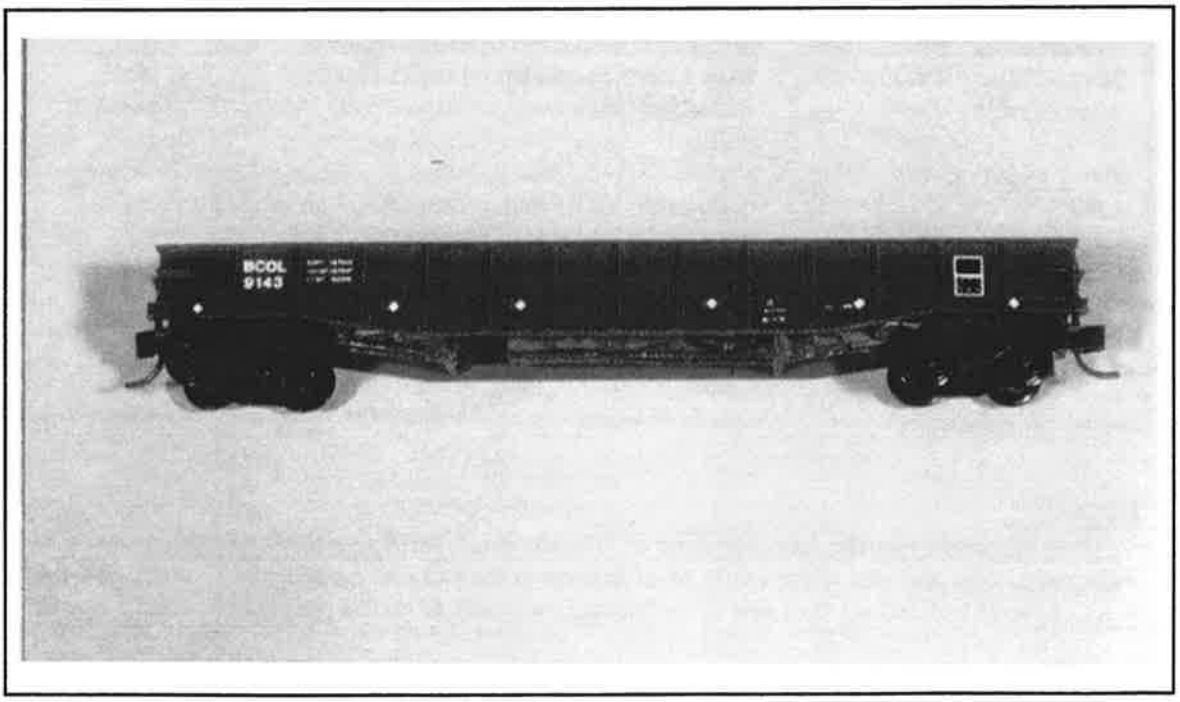


Fig. 11 N Scale model of BCOL 9143 in BCR dark green, but with no British Columbia Railway herald, using CDS dry transfers. *Modelled by Timothy J. Horton*

extensively in work service. When a rail relay project is in progress the local wayfreight will spot one or two cars full of new tie plates and rail spikes in the nearest siding, returning several days later to retrieve the same cars, now laden with the old tie plates and spikes. A gondola might also be spotted near a bridge rehabilitation project with new bolts or drums of paint. In this way you can create traffic in a prototypical manner to and from your passing sidings which don't often produce carloadings.

Conclusion

This project taught me a lot about kitbashing and about researching prototype cars. In a future article I will describe how I used similar methods to create a series of BCOL standard flatcars in N scale.

Acknowledgements

Prototype data and information was obtained from the July 1980 issue of the Mechanical Department's Revenue Freight Car Catalogue. The author is indebted to Greg Kennelly who provided the inspiration for this project several years ago with two cars of his own, and to Wayne Sutton who photographed the models.

BILL OF MATERIALS
[For Two Cars]

Con-Cor	#1151	50ft Steel Gondola (undecorated)	3 cars
Evergreen	#107	.010 x .156 strip styrene (for letterboards)	1 pkg
Micro-Trains	#1027	Body Mount Short Shank Coupler (2 pair)	1 pkg
Micro-Trains	#1001	Bettendorf Trucks w/o couplers (2 pair)	2 pkg
Dry Transfers:			
CDS	#N-86	dry transfer set for PGE gondola (Caribou herald)	
CDS	#N-87	dry transfer set for PGE gondola (block lettering)	
CDS	#N-88	dry transfer set for PGE gondola (PGE map herald)	

Note: To letter a car for the British Columbia Railway, a combination of CDS dry transfers and Microscale decals will have to be used.

UPDATE:

Part 1 of this series (see the July 1996 issue of *"The Cariboo"*) listed a selection of ready to run cars and undecorated cars and kits which might be of interest to the BC Rail modeller in N scale. To this list should be added Atlas Tool Co.'s new release of an Evans-built 50' double plug door boxcar in N scale.

Available roadnames include the British Columbia Railway, which leased these cars during the 1970s, and Evans Products, whose cars also appeared on the railway. The BCR car is a nicely finished model in dark green with two tone green doors. The printing is very crisp and includes end lettering. This is the first accurate offering of a British Columbia Railway boxcar, a car which the railway in fact did operate.

And while in Seattle in September, I spotted a 50-foot sliding/plug-door boxcar whose heritage was hard to disguise. Sporting a dogwood herald was ALM 5161 (ex BCOL 5161). According to Ron Tuff, ALM is the Arkansas, Louisiana, and Missouri Railroad, which is now part of the Ashley, Drew and Northern. (Jim Moore) ❑

BCR Ventures is conducting feasibility studies into open pit coal mining near Chetwynd in a joint venture with Mitsui-Matsushima and Globaltex Industries. If the mine proceeds, BC Rail would transport the coal, Mitsui-Matsushima would market it, and Pine Valley Coal Co. Ltd. -which is partially owned by BCR Ventures-would operate the mine. Initial projections are for 600,000 tonnes of soft and semi-hard coal per year, increasing to 1.2 million over the life of the mine. All of the goal will be exported. *(*BCR *Carrier)* ❑

Here's more: BC Rail is considering routing unit coal trains over its heavily graded mainline to Vancouver rather than handing traffic to Canadian National at Prince George for movement to an under-utilized coal terminal at Price Rupert.

Railway president Paul McElligott said the company will examine the economic case for capturing all of the rail haul rather than sharing it with CN.

Westshore Terminals has entered an attractive bid on handling the coal at its 26-year old terminal in Delta. The coal would come from a new mine 50 kilometers from Chetwynd. (Vancouver *Province* via Glen Etchells) ❑

Former *Royal Hudson* baggage car *Prince George* has been donated to the WCRA Heritage Park where it will be used as a parts source to allow completion of the museum's mail-baggage car #3704. The *Prince George* is the former CPR smooth-side baggage car that was converted to a steam generator-power car for the Royal Hudson. Due to its modification, the *Prince George* was not restorable as a baggage car. (WCRA *News*) ❑

BC Rail's Intermodal Services has acquired a six-acre satellite facility in Langley in a move to improve Intermodal's efficiency and customer service in the Fraser Valley. The property, which began operating last spring, is located in Port Kells on the Surrey-Langley border. *(*BCR *Carrier)* ❑

Eight former BC Rail speeders have found their way into the WCRA Heritage Park collection. With the recent implementation of high-rail trucks as track patrols on the railway, the era of the M-19 speeder had ended. Four Fairmont model M-19 track patrol speeders (M19-126, 121, 96, 85), two Model A gang speeders (A5- 20 and 34), and two-man haulers (MH-21 and 22) were donated to the museum. (WCRA *News)* ❑

On page 21 of our last issue we reported that a pair of BCR Budds had been spotted early last summer on the CN west of Prince George. According to Doug Davies this was a chartered excursion. Dates of the run, itinerary, and consist would be welcomed. ❑

Parting Shots: Apologies to both Mike Lawrence and his wife. In Mike's recent article (Issue 26/page 32), the word "bridge" was inadvertently substituted for "bride". So much for Spell Check!

Ross Pugsley wrote with a few corrections regarding Lawson Little's crane article (Issue 26). The date for the top photo on page 10 should be May 28, 1990 (some eagle-eyed reader is sure to have spotted Ross' 1990 Ford Mustang in the background!), while the lower photograph was taken on June 23, 1979.

On page 13, the photo should have been captioned as "Clinton; February 15, 1958; Ross Pugsley".

And for our story on Petrosul's sulphur plant, Ross points out that the correct spelling for the location is "Hasler Flat". And its the "West Coast Energy, Inc." Pine River Gas Processing Plant.

NEW PRODUCTS

Compiled by Jim Moore

- Its been some time since an advertisement for an upcoming Walthers product has engendered excitement in me. So it is with a great deal of enthusiasm that I share news of Walthers' planned *Trees & Trains* series.

  This seven-month project (January-July 1997) will provide HO scale modelers with all the elements of a

realistic sawmill, pulp and paper mill operation. This promises to be a soup to nuts offering, complete with all the accessories (vehicles, railcars, figures). *Trains, Tracks & and Tall Timber*, a 120-page hardcover book prepared by a 20-year industry insider, will be among the first offerings. Judging from the multiple-page colour adverts in the enthusiast press, I can hardly wait to see how this product line evolves. There will even be scale versions of lumber loads appropriate for on-line BC Rail mills.

The total retail cost of this series is nearly $400 USD. According to Walthers' adverts, some of its dealers will offer an installment pay program which will save potential purchasers about 28% over the total retail cost of the series.

- BCRHTS member Ian Barham has produced a line of multi-colour signs suitable for use by model railroaders. Ian sent along samples of the seven sets he has produced thus far. These include highway signs, crossing bucks, and license plates. The printing quality is good and the sets are available in N, HO, S, and O scales. Contact Ian at 10 Cullingham Road, Ipswich, Suffolk, England 1P1 2EG.

  Each set sells for $1.50 CDN or USD. Ian will also accept railroad modeling items in trade.

- Funaro & Carmerlengo offer polycarbonate resin kits for Canadian National HO scale slab-side covered hoppers with either flat or pressed-metal roof hatches. Decals are included. Each kit is $25.99 USD including shipping.

- Details West has reissued its HO scale 52-foot double plug-door boxcar. According to a product advertisement, the new release features improved brake set detail, separate ladder detail, and a prototypical underframe. Part # BC-500 (undecorated) retails for $7.95 USD.

  This 500-series car was discussed in John Bruce's feature on Mountain Pine (Issue 23/January 1996). DW 's 800-series freight car (HO scale, 50-foot insulated, single plug-door boxcar) continues to be commercially available.

- Editor Paul J. Crozier Smith called to say that Tiger Valley Models now expects to have its HO scale M420s out this winter. The manufacturer reports that this delay is due to the overwhelming response it has received to its recently released C/M630 models.

- Overland Models is advertising an HO scale rendition of BCR's C44-9WL (#4641-4644), with the modified factory door. The model is factory painted in the current red/white/blue colour scheme, is completely lettered, and comes equipped with operating lights.

- Atlas continues to advertise its HO scale version of the Evans-built 53-foot, double plug-door boxcar. (As reported in our last issue, the N scale version has been out for some time. A thorough product review appeared in the December issue of RMC.) Both a British Columbia Railway (dogwood) and an Evans Products schemes are included.

- Micro-Trains has released an N scale version of s 40-foot standard boxcar with plug-door. #21230 (British Columbia Railway) features a bright green plug-door and retails for $15.85 USD.

  Also available from Micro-Trains is #22070, a Pacific Great Eastern 40-foot boxcar with plug and standard doors. List price is $11.90

- H&D Hobby Distributing (Calgary AB) has released N scale decals for the Sultran (#18-301-60) bathtub gondola.

- New in N scale, Sylvan Scale Models (Parkhill ON) offers urethane kits for the Pointe St. Charles vans

- Additional numbers have been added to Athearn's powered and unpowered C44-9W HO scale locomotives in the BC Rail colour scheme. *Model Railroader* published a beautiful colour photograph in its August issue.

- Richard Yaremko reports that Bethlehem Car Works has produced HO scale versions of some Leigh Valley passenger cars. PGE fans know that some ex-LV cars made their way into revenue service with the Pacific Great Eastern. Can anyone supply a product review?

We need a volunteer to coordinate this column. Please contact Jim Moore if you can help.

MOTIVE POWER NOTES

Edited by Paul J. Crozier Smith

BC Rail B3607 #3607 returned to service on October 4, the first of the former Santa Fe locomotives to receive the full new paint job, as well as mechanical and cab upgrades. There are now four B36-7s in revenue service: #3602, 3607, 3609, and 3610. In late November, ATSF #7499 was in the Squamish shops and will come out with a full repaint as #3616 in mid-winter. (WCRA *News*) ❑

Misc.: M420 #645 has been sold to Genessee Valley Transportation where it joined former BCR C-425s and damaged M420B #688 (sold by Daylight Loco Works for use as parts). RS-18 #621 has not been rebuilt, and remains at the Squamish shop. Five Dash 8's have now been converted to partial Dash 9 status. #4612 was in the Squamish shop in late November and may be the first unit to be completely modified. ❑

A silver-grey tender was spotted in the North Vancouver yard on August 31. The WCRA reports that the ex Southern Pacific unit is the new auxiliary tender for the *Royal Hudson*. In its former life, the tender, which was acquired from Daylight Locomotive, trailed a huge 3-8-8-2 cab forward articulated locomotive. The former Great Northern Vanderbilt-style tender, which has been parked outside the Hudson Shop for some time, is now up for sale. (WCRA *News*) ❑

BC Rail has sold M420B #688 to Daylight Locomotive, which will use the unit as part of a locomotive restoration project.

Loco #688 was built by Montreal Locomotive Works (serial # M6088-08) in 1975 as the last of a group of eight cabless booster units. BC Rail #681-688 were the only examples ever built and were utilized in mid-train operation. #688 was one of the four units wrecked in a truck-train collision on the Takla Sub in January 1994. All four locos have now been disposed of by the railway. (Grant Ferguson/WCRA *News*) ❑

This year's BC Rail Christmas train will be headed up by locomotive #3716. The Royal Hudson's tender is in the shop having its friction bearing replaced with roller bearings. Other work in progress includes the continuing preparation of the Hudson's new power car. (WCRA *News*) ❑

On September 7, a damaged BC Rail locomotive was observed in a southbound BNSF consist at Stanwood WA. The unidentified unit had a hole in the cab side and both the front steps and platform were missing. (WCRA *News*) ❑

The Ontario Southland Railway has acquired two units from Vancouver Wharves. They are Alcos S-6 #29 (ex Southern Pacific #1073) and S-13 #502 (ex BCR #1002). The locomotives will be replaced by the two rebuilt SW1500's (ex SP, via AMF). (WCRA *News*) ❑

Steam Locomotive #3716 was observed on November 3 westbound into Vancouver at Rupert Street on the BNSF mainline. She was pulling a short freight consist and a BCR caboose. Another movie shot? (WCRA *News*) ❑

INTERCHANGE

Richard Yaremko (116 Deercross Road SE, Calgary AB T2J 6G7) has two HO scale Overland Models brass locomotives available for purchase. Each unit is undecorated, new in the box, and priced at $400 USD less postage/shipping. The two models are C630M (#701-704) and M630W.

David Barone is preparing the next installment in our series spotlighting communities along BC Rail's mainline: Williams Lake. Dave is seeking 1) any info re the history of the stockyards during the PGE era, and 2) background info re the South Williams Lake yard (including the year it was rebuilt). Please write Dave either at 409 North Gerard, Villa Park IL 60181) or via e-mail (BC701 @ aol..com). We intend to publish this feature in Issue 28.

Route of the Cariboo: Autographed by the author, in mint condition. Originally priced at $60 CDN, will sell for $50.00 plus shipping. Great reference source for PGE/BCR modelers and railfans. Jim Moore, 25852 McBean Parkway #187, Valencia, CA 91355.

RESEARCH RESOURCES

- The August issue of *Railroad Model Craftsman* included an article for a simple kitbash of BCR's 60-foot combination boxcar. The kitbash uses MDC components to product an HO scale version of the 60200-series cars.

- A review by BCRHTS member Bob Turner of John Garden's "British Columbia Railway: From PGE to BC Rail" appeared in *RMC*'s September edition.

- A two-page colour photograph spread spotlighting BC Rails Dash 9 locomotives was published in the November issue of *Mainline Modeler*. The feature included several detail shots. Meanwhile, the June issue included scale drawing of a CPR enclosed water tank (20,000 gallon) prepared by BCRHTS member Patrick Lawson. The CPR design is similar to enclosed water tanks used during the PGE days.

- If you're modeling the contemporary era, then be sure to check out Protofile in *Rail Model Craftsman* (January 1997). The Procor styrene monomer tank car is a frequent visitor to the Vancouver Wharves complex.

- The October issue of *CTC Board* had a very nice, 16-page colour illustrated article regarding BC Rail operations written by Dale Sanders.

- Did anyone else notice the BCOL 50-foot boxcar that was featured as part of the weathering freight cars article in the May issue of *Model Railroader*?

- Badger Air-Brush Co. sent us brochures regarding its Model*flex* acrylic paints, copies of which are included in this issue as a service to BCRH&TS members. This is not intended as an endorsement of any product. To obtain additional materials, call (800) AIR-BRUSH.

Have you seen a news story, article, scale drawing, or photograph that is PGE or BCR related? Send us a photocopy indicating publication name and date.

PRODUCT REVIEWS

In Issue 26, we presented a review of Microscale decal set #931 for BC Rail cabooses. Here's another perspective courtesy of Greg M. Kennelly. (Ed Note: See Issue 23 for diagrams of the various caboose paint schemes referred to herein.)

Scheme 1: Not present on the sheet at all.

Note: the 2-inch high "EMERGENCY EQUIPMENT" lettering required in either black or white for ALL of the following schemes is not present on the set.

Scheme 2: Logo: size is correct, but BC map is totally the wrong shape. Too fat at the north end and incorrectly shaped at the southeast comer. Letters "P" and "G" in logo are too square in the comers. Car numbers appear to be based on Helvetica rather than the correct PGE Square Gothic.
Scheme 2a: Same comments as Scheme 2.

Scheme 2b: Same comments as Scheme 2. Missing one-inch striping for the colour separation.

Scheme 2c: Cannot be done as the gray/white/black logo is missing.

Scheme 3: Cannot be done as there are no car numbers in the Microgramma Bold Extended style and no dogwood emblems for the end railings. The British Columbia Railway logo included is slightly undersize, measuring 10" x 77" instead of the correct 20" x 80".

Scheme 3a: See comments re logo size for Scheme 3. Otherwise, this one can be done.

Scheme 4: "BC RAIL" lettering needs to be cut between "BC" and "RAIL" and spaced put to a total of 10-foot long instead of 9-foot on the set. "Hockey stick" striping is the correct width, and the spacing and angle of the chevrons are correct.

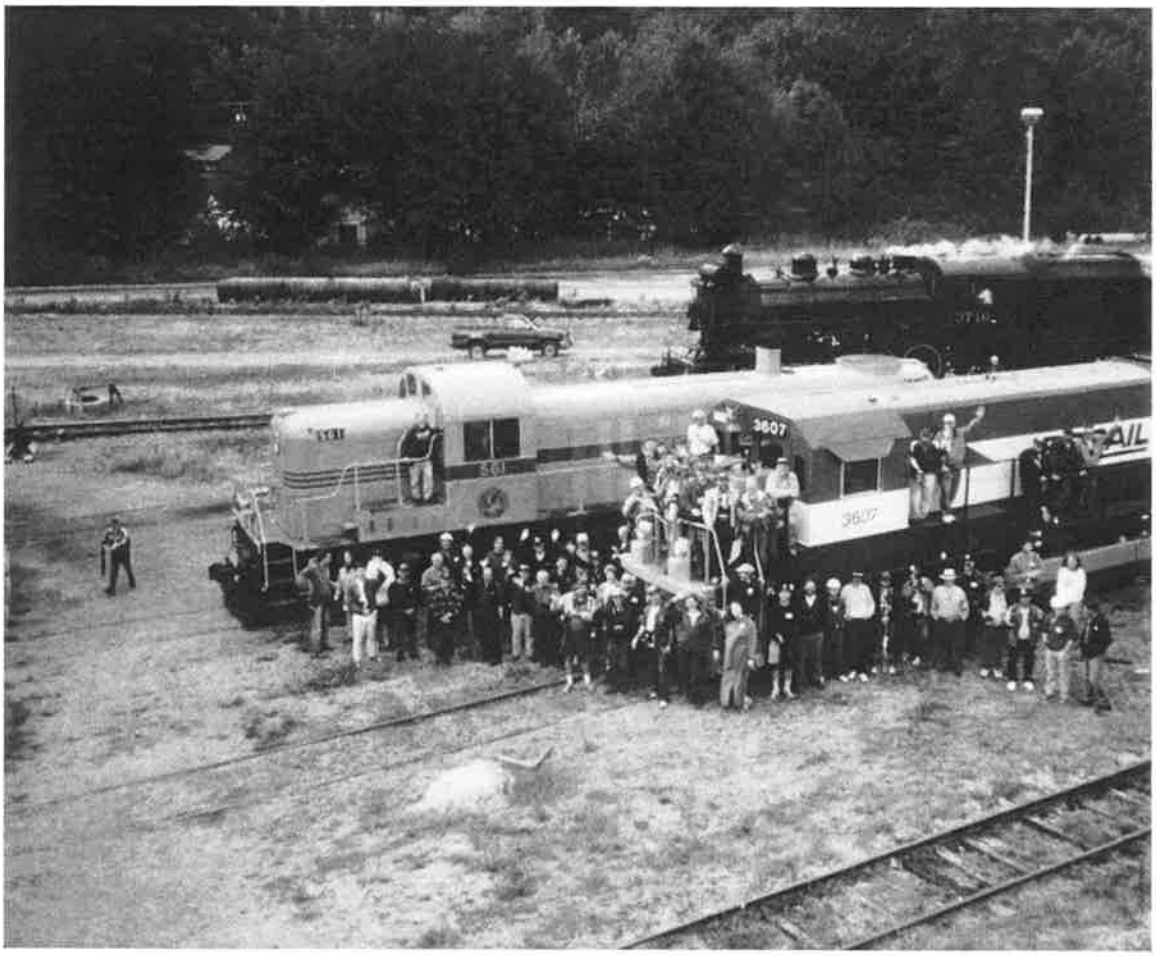
Scheme 4a: Cannot be done! The "EXPO 86" logo is present in black only, not in white as needed for this scheme. Also, none of the car numbers for this scheme (I 853, 1875, 1878) is obtainable without cutting and splicing! See comments for Scheme 4 regarding "BC RAIL" lettering.

Scheme 4b: Same comments as Scheme 4.

Scheme 5: The red and blue "BC RAIL" logo is slightly undersize at 20" x 1 12" instead of the 24" x 120" actually used on the cars. Of the six cars lettered in this scheme (1857, 1860, 1872, 1874, 1876, and 1877), only the 1874 can be lettered without cutting and splicing. In fact, its car number would have to be cut into individual digits to match the spacing shown in Jim Moore's July 1995 photograph contained in Issue 23.

In summary, unless you can find a photograph of a caboose without the "EMERGENCY EQUIPMENT" lettering on the underfloor compartment, NO PGE/BCR/BC RAIL caboose can be CORRECTLY lettered using only the material in this set, in spite of the large amount of material here. A PGE scheme applied to a five-car series (1860-1864), and the first British Columbia Railway scheme which was applied to a large number of the cars as they were repainted, cannot be done as the correct logo or number style is not present. The other PGE schemes can only be represented because of the incorrect shape of the BC provincial map and the incorrect lettering style in the logos. In the BC RAIL schemes, ONLY cabooses 1879 (Scheme 4), 1880 (Scheme 4b), and 1874 (Scheme 5) can be lettered without cutting and splicing. Although only five cabooses received variants of Scheme 4 (4, 4a, or 4b), and although the set includes six road numbers, none of the three cabooses to receive Scheme 4a is represented. For Scheme 5, the situation is reversed: the railway painted six cars this way, while the decal set provides five road numbers, of which only 1874 actually received this scheme.

Ed Note: One of the top priorities for a modeler is,the availability of prototypically accurate decals. It is unfortunate that given the significant assistance provided by BCRH&TS members, a decal set of this quality was released.



1996 Convention attendees. Squamish yard. Brian Elchlepp photo.

BRITISH COLUMBIA RAILWAY
HISTORICAL & TECHNICAL SOCIETY

INAUGURAL CONVENTION REPORT

Prepared by Timothy J Horton

BC Rail model trains in HO and N scales were rolling during the 1996 Convention on Bob Chapman's portable HO scale BC Rail layout and the TraiNGang's NTrak modular layout. An interesting variety of static models and commercial tables complemented the layouts. *Photograph by Timothy J Horton*

Imagine a 12,000 square foot display hall full of model railway exhibits, all representative of BC Rail! Such was the scene at the Sea To Sky Hotel in Squamish on August 16-18, 1996, as members of the British Columbia Railway Historical & Technical Society gathered for their first convention.

A total of 78 delegates and twelve commercial exhibitors were in attendance, far exceeding the original projections of the Convention Committee. While most delegates were from British Columbia, there were those who traveled from as far away as eastern Canada, the United States, and England!

Displays

The convention display hall featured a wealth of excellent PGE/BCR models and photographs by individual delegates. Bob Chapman's portable HO scale layout and the Vancouver TraiNGang's NTrak layout provided a venue for the operation of BC Rail model trains.

PGE historians were able to enjoy a display of historical photographs assembled by Patrick Hind, as well as a collection of PGE china, timetables, and brochures displayed by Greg Kennelly and Gary Oliver.

The presence of numerous commercial exhibitors provided delegates with an opportunity to acquire model supplies and reference photographs. Of particular interest were the latest BC Rail model offerings unveiled by local manufacturers such as Kaslo Shops and Sidney Model Works.

Clinics

One of the highlights of the convention occurred on Saturday morning as the series of clinics began with Singh Biln's informative presentation on the BC Rail motive power fleet. In his new capacity as Chief Mechanical Officer, Singh was well qualified to bring everyone up to date on the current state of the locomotive fleet, as well as the railway's plans for the future.

Jeff Briggs, Dan Rowsell, and Richard Yaremko hosted informative clinics on prototype modeling. Additional workshops on prototypical layout planning (Greg Kennelly and Tim Horton), BC Rail train operations, and railfanning (Brian Elchlepp) were also available.

Prototype Tours

On Saturday afternoon, the delegates boarded a vintage motorcoach for a visit to Interfor's log unloading facility on the Squamish waterfront organized by David Haffey. As an added bonus, tour participants were able to view two steam passenger trains in downtown Squamish: the *Royal Hudson* with her newly painted consist and a charter trip powered by Consolidation #3716.

Delegates were then treated to a tour of Squamish Terminals which provided a close up view of the pulp warehouses and the loading of a deep sea freighter.

The afternoon concluded with an extensive walking tour of BC Rail's shop complex. Thanks to the efforts of the shop crews, an impressive array of motive power was on hand for viewing, including newly painted B36-7 #3607, RS-18 # 621 and M42OW # *645 (still in two-tone green!)* The West Coast Railway Association provided its RSC3 # 561, resplendent in PGE orange and green, whilst the steam era was represented by Consolidation # 3716.

Banquet

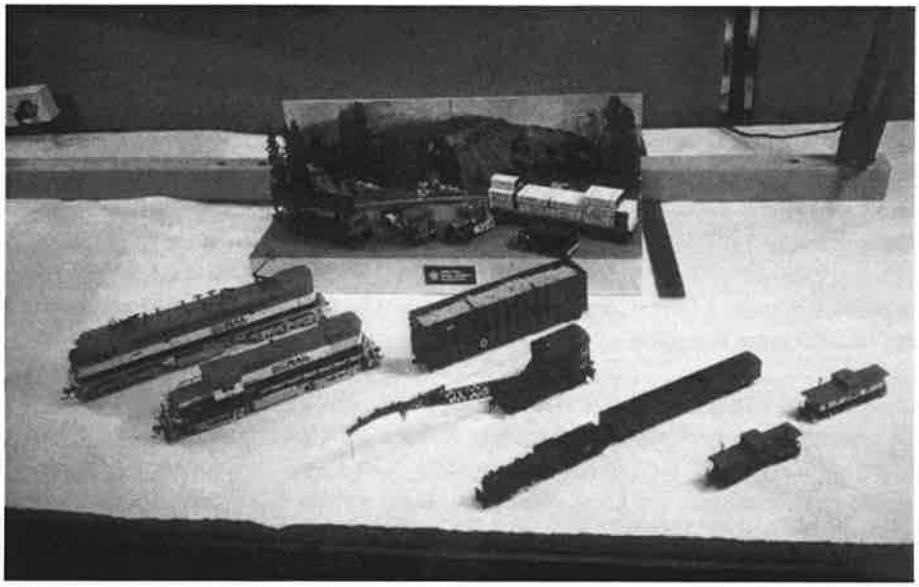
On Saturday evening, delegates enjoyed the Sea To Sky banquet which provided an opportunity to cement new friendships. After dinner, Don Evans, of the West Coast Railway Association, presented a most entertaining slide show and shared the story of how the museum at Squamish was created.

An impressive array of PGE/BCR motive power was on display during the BC Rail shop tour. From L to R: Consolidation No. 3716, RSC-3 No. 561, B36-7 No. 3607, RS-18 No. 621, M42OW No. 645 and M420B No. 683, and RDC- 1 No. BC-21 (out of view to the right). *Photograph by Timothy J. Horton*

Summary

From all accounts, the Society's first convention was a success. It achieved its goal of bringing together historians and modellers with a common interest in British Columbia's railway and providing a forum for the exchange of ideas and information.

The results of the convention survey completed by delegates indicated that the date, location, and format of the convention were well chosen. Most expressed the desire to see a larger, second convention held in two years, perhaps in Prince George.



Popular vote contest winners included Mark Giles' HO scale GF6C electric locomotive, Laszlo Dora's HO scale CRS20 #609, Dave Barone's 9900-series woodchip car, Malcolm Anderson' PGE crane #6072, Greg Kennelly's PGE 2-6-2 # 4 and sleeper *Williams Lake* in N scale, and Doug Davies' scratchbuilt N scale cabooses. Laszlo Dora's intermodal display was voted the most popular display, and Patrick Hind's Squamish Dock module (not pictured) was voted the most popular module. *Photograph by Timothy J. Horton*

The **BCRH&TS 1996 Convention Committee** wishes to extend a sincere thank you to all delegates and exhibitors who attended, and to all individuals and organizations that helped to make our Society's inaugural convention a success.

Brian Clogg Tim Horton Greg Kennelly