# The CARIBOO

The British Columbia Railway Historical & Technical Society

Issue 28 April 1997

Williams Lake

Scale Drawings

Equipment Register

# IN THE NEWS

Edited by Jim Moore

In Issue 21, we introduced the first in a series of in depth profiles of waypoints along the railway. This issue focuses on Williams Lake. Beginning on page 5, we're pleased to present Dave Barone's informative narrative, drawings, and photographs.

A sincere acknowledgment of appreciation is also due to Dave Archer, Carter Cram, and Eric L. Johnson for the many hours they dedicated to preparing scale drawing of the Willioms Lake station, section house, and freight house.

We're anxious to continue this series, but cannot do so with further voluntary efforts from our members. ❑

An 18-car freight carrying lumber derailed near Dawson Creek December 23 after it apparently lost its brakes and sped down a hill.

Eight cars flipped over, yet none of the three crew members was injured. The cause of the incident is under investigation. (Vancouver *Province* via Glen Etchells) ❑

Steam locomotive #3716 is again a movie star, this time in a made for TV movie *The Angel of Pennsylvania*, starring Robert Urich. The movie was filmed in the New Westminster area on CN and SRBC trackage. The lettering this time was Michigan Central. The train consist was ten of the NRHS cars, which retained their green paint. (WCRA *News*) ❑

**Thank you**: Ray Konrath has volunteered to coordinate our back issue sales program. A resident of Vancouver Island, Ray also was a big help during our inaugural convention last August.

We still have a supply of back issues of *The Cariboo* available, some as originals others as reprints. Send a SASE for a complete listing.

**On Our Cover...**

The depot at Williams Lake as seen on June 15, 1975. Stan Styles Photo. Courtesy of Quality Rail Graphics.

**The CARIBOO**

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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.

Following our general membership meeting, Marco Vazzaz stepped forward with an offer to assist with our bulk sales program. Our goal is to add at least four retail outlets (e.g., hobby shops) to our newsletter sales program each year. If you have a lead or recommendation, please let us know.

Thanks to Ron Tuff for single-handedly compiling the editorial index which appears in this issue. Ron also put together our first index.

Alan Szalanski is an active member of the CN Lines SIG and we're happy to count him as one of our newest members. Before I even received his membership check, Alan volunteered to help us develop a presence for the BCRHTS on the Web. ❑

RDC-2 #BC-23, which was blown-up during filming of an X-Files episode at Porteau, has ended up at ABC Recyclers in South Burnaby. The Budd car was observed there on November 18. (WCRA *News*) ❑

The December issue of *Mainline Modeler* had a two-page feature on the HO scale modeling of BC Rail's smooth-side combination-door boxcar (40000-series). Scale drawings of this car type were published in *MM*'s June 1995 issue. (John Bruce) ❑

Sidney Model Works, which is owned by member Mark Giles, has a new address and telephone. Write Mark at POB 235, Saanichton, BC V8M 2C3, or call (250) 812-7910. ❑

**Note To Modelers**

Unless otherwise marked, the plans and drawings published in *The Cariboo* are sized for graphic presentation only and do not represent any particular scale. Even where specific scales are indicated, modelers should always verify dimensions, because photo reproduction and other processes involved in printing may result in slight changes in illustration sizes.

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

## NEW PRODUCTS

The recent HO scale passenger cars from Bethlehem Car Works (Reading Railroad) are not appropriate for modeling those cars acquired by the Pacific Great Eastern Railway. According to Tim Horton, the ex-Reading cars which eventually went to the PGE were the former American Freedom Train cars, which are not represented by the BCW models.
Tim also advises that any of the troop sleeper cars acquired by the PGE had been heavily modified (meaning that the Overland Model version is not appropriate off-the-shelf.) ❑

Ron Tuff provides comments on several new items and whether they can be used to represent PGE/BCR prototypes.

Intermountain Railway's HO scale ACF Type 27 riveted 10,000-gallon tank car is a good facsimile of BCR's fire service cars (e.g., 991939). Common features include horizontal rivet strips at 120 degrees and a tank strap at each end. Without dimensions of the model and the prototype to compare it may only be a facsimile. Kitbashing of the dome area would definitely be required.

Does anyone have dimensions for the prototype so that we can make a closer determination?

The Roundhouse HO scale 50-foot mill gondola (one version of which is decorated for CP) is not accurate for any of the 9000-9400 series cars – too modern. The Proto 2000 is still the best value and its not completely accurate.

The N scale Kato heavy Mikado certainly has the right wheel arrangement, but their adverts do not offer any dimension details like driver diameter, cylinder sizes, etc. The major flaw is the lack of a Canadian all-weather cab for #160-163, and the arrangement of the steam and sand domes.

Has anyone attempted a kitbashing of a PGE steam locomotive? If so, how about sharing your experience with the rest of us?

Midwest Rail Models has released HO and O scale versions of a *Trackmobile* car mover, in both powered and unpowered versions. Could be used as a start for modeling the car mover at the Hasler Flats sulphur plant (see Issue 26).

Yankee Clipper's Canadian Pacific HO scale "minibox" is a dead ringer for several PGE mow boxcars. See a product review in the June 1996 issue of *Railroad Model Craftsman*. ❑

From John Bruce:

Although the recently reissued Details West HO scale 52-foot double plug door boxcar includes some improvements (brake detail, ladder detail, etc.), the discrepancies (e.g., length, roof style) discussed in John's Mountain Pine Lumber article (Issue 23) remain.

The Intermountain modified AAR boxcar is not a match for the PGE-BCR 4001-4099 series. These are 6-foot doors. But they had interim, improved Dreadnaught ends. Intemountain's model features an early Dreadnaught end. The model's prototype was built about 1940-42, whereas the PGE cars came circa 1946. Either a Roundhouse late-AAR 40-foot boxcar or a C&BT 40-foot boxcar would be a better match, pending more exact information. Even an Accurail 40-foot boxcar would be a possibility. ❑

V. Marchione (6 Ross Lane, Mt. Sinai, NY 11766) sent a catalogue for its line of railroad quartz wall clocks. Railway emblems are silk screened in authentic colours in sturdy Masonite. Stock #66 is a British Columbia Railway logogram (horizontal format) with a four-colour dogwood. Priced at $24.95 plus tax and shipping. We haven't seen the finished product, only a catalogue artwork.

## INTERCHANGE

**For Sale**: BCRHTS baseball caps. As seen at the convention. Dark green wool, with three-colour embroidered dogwood logo. $19.00 includes shipping. David Barone, 409 North Gerard, Villa Park, IL 60181 USA.

**Route of the Cariboo**: Autographed by the author, in mint condition. Originally priced at $60 CDN, will sell for $50 including shipping. Great reference source for PGE/BCR modelers and railfans. Jim Moore 25852 McBean Parkway #187, Valencia, CA 91355 USA.

**Tank Cars**: Tim Horton (#1201 – 2016 Fullerton Avenue, North Vancouver, BC V7P 3E6) would like to hear from any member with photographs or other information pertaining to PGE/BCR tank cars (including those used in company service). A roster is being compiled for use in an upcoming article.

**Historic Photo Service**: Gary Oliver (25930 Dewdney Trunk Road, Maple Ridge, BC V4R 1Y4) has an extensive stock of good quality black and white prints for sale.

## PRODUCT REVIEWS

### WALTHERS READY-TO-RUN 4200 SERIES HK BALLAST HOPPER John Bruce

Walthers recently released a modem style ribbed side ballast hopper, AAR class HK, with side discharge hopper doors. It comes decorated in a number of road names, though not for BC Rail, which does operate generally similar cars in the 2800-2899 series. Given this and the fact that some of the roads Walthers has lettered the car for don't have HK hoppers as close as the BC Rail cars, this is unfortunate. With the overall number of North American road names steadily declining, and manufacturers like Athearn offering locomotives factory painted for BC Rail, it appears that Walthers is missing an opportunity here.

Both the Walthers car and the prototype have 10 full side panels (12 including the hopper ends), two sets of side discharge hopper doors, and are nominally 40 feet long. The chief difference is that the Walthers model is riveted and has full height ladders on all eight corner positions, while the BCOL cars appear to be welded and do not have any side ladders. Like the prototype, the three full height panels closest to both ends are narrower than the four center panels. Removing the rivets and side ladders and replacing the side ladders with wire grabs would be fairly simple modifications.

Overall, model dimensions vs. prototype dimensions are as follows (prototype dimensions are from *the Official Railway Equipment Register*):

| | BCOL Prototype | Walthers Model |
|---|---|---|
| Inside length | 40'8" | 38'9" |
| Outside length | 43'10" | 44' (depending on couplers used) |
| Inside width | 11'4" | 9'0" |
| Outside width | 11'8" | 10'6" |
| Height above rail | 11'7" | 11'0" |

While the car is about 5%-10% undersize in most dimensions, this is within the range many people find acceptable for a conversion (and most people would be very happy for a factory-lettered BCOL version). In most respects the car captures the overall "look and feel" of the BCOL prototype, and removal of the rivets, changes to the ladders, and new paint would result in a better-than-layout-quality model. A photo of a car in this series appears on page 10 of the *BC Rail Freight Car Roster and Pictorial.*

## WILLIAMS LAKE

David Barone

"Big Country" may be the best way to describe the diverse scenic splendor of the region known as The Cariboo. The wide expanse of the Cariboo and neighboring Chilcotin stretches from the Pacific Ocean on the west to the Cariboo Mountains on the east; from Lillooet on the south, to Quesnel on the north. Within this 250,000 square mile area lies some of the most valuable land in North America. A land rich in history and natural resources.

Located in the heart of the Cariboo region, Williams Lake has played an important role in the development of BC's Interior. Named in 1845 after Chief William, Williams Lake became an important waypoint during the Cariboo gold rush of the 1870's. The town grew as fortune-seeking prospectors made their way north to the gold fields around Barkerville. In 1862, a dispute between local land owners and the builders of the Cariboo Wagon Road resulted in its rerouting, effectively bypassing the community. Nearly everyone deserted the once bustling town, except for William Pinchbeck and William Lyne, local business partners who had established a lumber mill, grist mill, and general store.

Williams Lake would remain a small farming community until the railroad arrived in 1919 and ensured its place as a major cattle shipping center. With the cattle boom, Williams Lake quickly gained prominence as the largest cattle shipping center in the province. The town was incorporated in 1929 and grew steadily through the 1930's and 40' on the coattails of a strong cattle industry.

During the late 1940's, the forest industry began to develop in the area. Copper was also discovered in the region and the nearby Gibraltar Mines established. Williams Lake became the government administrative center for the area and the population continued to grow. From a mere 2000 in the early 1960's to almost 15,000 in 1990, Williams Lake today is the commercial heart of Cariboo Country.

The town is still the center for the vast cattle ranching territory of the Cariboo and Chilcotin. Some of the largest cattle ranches in the world are located near Williams Lake. One of the major events in Williams Lake pays tribute to it's cowboy heritage. Since it's inception in 1919, cowboys have come from across the west to compete in the world famous "Williams Lake Stampede". The annual event, which is held on the first weekend in July, features bull riding, calf roping, bronco riding, and a chuck wagon race.

The Pacific Great Eastern Railway arrived in Williams Lake in September of 1919 as part of the provincial government's push to reach Prince George. A passenger station and locomotive servicing facility were constructed at old Mile 276.75 which marked the division point between the Lillooet and Prince George Subdivisions. The first freight yard was built south of downtown along the shore of Williams Lake. It consisted of a few sidings, a wye, and several industrial tracks. The company stock yards were also located here, on the west side of the mainline at old Mile 275.31. Williams Lake functioned as the railroads northern terminal until 1921, when the line to Quesnel was completed.

Today, BC Rail's operations in Williams Lake can be divided into three separate areas: South Yard, station grounds, and Norlake. The following is a detailed study of each location as well as its current function:

**SOUTH YARD** South Yard (Z) (refer to maps on pages 9-13) is located along the west shore of Williams Lake on the south side of town. Yard limits begin at Mile 309.0 and extend north to Mile 318.5. While the yard's location has remained unchanged since the railroad's arrival in 1919, its design has changed considerably. The current yard is designed to hold up to 660 cars on 13 tracks. Sidings 2 through 10 are used for classifying and storing freight cars for the nearby pulp and paper mills. Siding 1 and the mainline are used for through freights which stop here to exchange crews, as well as making set outs and pick ups. The East Siding functions as a switching lead for the intermodal ramp, industrial lead, wye and shop tracks. The yard office and crew quarters are located at the north end of the yard

at Mile 312.86. This is now the division point between the Lillooet Subdivision to the south and the Prince George Subdivision to the north. The two spurs that come off the north end of the yard are used primarily for car storage. The Conagra spur runs over to the BC Livestock facility, which is located on the site of the original PGE cattle pens and transfer facility. Built in 1920, it is still regularly used for livestock auctions, although cattle are no longer shipped from here by rail. The hillside to the west is now used as a log storage yard.

**YARD OPERATIONS** The Williams Lake yard is staffed round the clock, and handles about 1400 cars per week for 13 customers. There are three yard jobs called at 8AM, 3PM, and Midnight, shifts which can vary to reflect mill production. Motive power is currently a RS-18 CAT and slug pairing . Before the reengined CATS arrived, a RS-18 slug set was used. Prior to the time, a pair of RS-18's or an RS-3- RS-18 combination was used. The yard crews work the yard and all local industries including Norlake.

**YARD OFFICE & BUNKHOUSE** The yard office (R) is located on the north end of the yard adjacent to the Chilcotin Highway overpass (Q). The structure houses the terminal superintendent and supporting yard staff. The yard office is also used for crew changes. The bunkhouse (S) is located behind the yard office. This modern two-storey structure, which features private rooms and a recreation center, is used by BCR road crews as an away from home living quarters.

**INTERMODAL RAMP** The Pacific Great Eastern Railway was a pioneer in TOFC (Trailer On Flat Car) service. Today, intermodal traffic has grown considerably from the PGE day's, yet the method of loading and unloading the trailers has remained the same. A three-track circus-style ramp is located on the east side of the yard (W). The gravel ramp (X) construction is typical of other terminals on the railroad. TOFC cars are spotted with the front of each trailer facing the ramp. he bridge plates on the car ends are lowered making a continues driving platform. An electrically-powered wench is used to lower the hitching pedestal, which in turn secures the trailer to the car. After the hitch is lowered flush with the flat car deck, a tractor backs down the row of cars hitching onto a trailer. The driver then slowly drives down the row of cars and off the ramp. Loading the cars is accomplished in the same manor. There is a gravel lot adjacent to the ramp which serves as a storage yard for the trailers.

**INDUSTRIAL LEAD** The industrial lead is used to switch Del's Propane and Petro Canada.
**Del's Propane** (U) receives loaded propane tank cars for unloading and distribution. The propane is trucked to local customers. **Petro Canada** (T) serves as both a commercial (bulk) distribution center and as a fueling station for commercial operators (i.e., log trucks). They receive loaded tank cars of diesel fuel and gasoline**Carrier Lumber** (V) has a small loading platform that is used to load boxcars with finished lumber which has been trucked in from off-line mills. The industrial lead is also used as a**team track.** Any type of freight car can show up for loading or unloading. In summer, covered hoppers filled with calcium chloride are unloaded and transferred into trucks (Y). The calcium chloride is spread on gravel roads to reduce dust.

**WYE AND SHOP** Located on the east side of the yard is a wye and a running repair shop. Both legs of the wye come off of the east siding. Within the legs of the wye are a diesel servicing track, a fuel spur and a rip (repair in place) track. The rip track is used to service bad order cars requiring minor repairs, such as welding, new brake shoes, or wheel set replacement. The diesel servicing trackhas a fueling pad and sanding tower. The fuel spur is used to unload tank cars of diesel fuel which are brought in for the Williams Lake switch engine. There is a great photo of this area on page 23 of Timothy Horton's book, "The British Columbia Railway" (Volume One).

**LIGNUM & RIVERSIDE** Just north of the yard, at Mile 313, are two large lumber mills: Lignum and Riverside Forest Products. **Lignum** began supplying lumber in 1946, and is one of the oldest operating mills in Williams Lake. Lignum ships both wrapped and unwrapped kiln-dried lumber on bulkhead and centerbeam flat cars. The cars are loaded in the open (O), adjacent to the finished lumber storage yard. Freight cars are spotted by mill personnel using a

coupler-equipped Caterpillar front end loader (P). I n addition to dimensional lumber, the mill also ships wood chips by rail. There are three wood chip loading towers located between the two mills (L). Both Lignum and Riverside have chip loaders at this location.

Located just north of Lignum, along the Williams Lake River (K), is the former Jacobson Brothers sawmill (M). The Jacobson Brothers mill was opened in 1954 and operated under that name until 1993. At that time, the operation was sold and renamed **Riverside Forest Products.** Riverside ships kiln-dried wrapped and unwrapped lumber on bulkhead and centerbeam flat cars. High grade lumber is also shipped in 50-foot double-door boxcars. There are two tracks (N) that are used for open air car loading. Twelve to sixteen cars can be loaded per shift.

**STATION GROUNDS** The station grounds area is located on the west side of downtown Williams Lake. This is the site of BC Rail's passenger station and MOW headquarters. Built in 1920, the station (I) is a two-storey structure measuring 21 x 49 feet, built of timber construction with a partial concrete basement. The station served as a crew change point until the new yard office was built in the South Yard. The passenger station still serves BC Rail today, although most of the structure is now used as an art gallery and gift shop.

The MOW building is located on the site of the original locomotive servicing facility. Built in 1920, the Williams Lake roundhouse was a four-stall timber roundhouse served by a 75-foot Armstrong-type turntable. Additional structures included a pump house and a 40,000-gallon enclosed water tank located along the mainline just south of the station. With the introduction of diesel locomotives, the water tower was no longer needed, and was subsequently dismantled in 1950. The roundhouse and turntable were also removed sometime in the early 1950's and replaced with a diesel servicing facility. This area remained the hub of operations for Williams Lake until the South Yard facilities were constructed in the 1970's. At that time, the crew changes and locomotive servicing functions were moved to the new (south) yard. The small yard across from the station was converted into a MOW base. Sidings 1,2,3 are often used to store gondolas and flatcars full of ballast, ties or MOW equipment. The adjacent rip track is used for minor servicing of track equipment.

**FREIGHT SHED & RAMP** The team track that runs along the east side of the mainline serves the freight shed. The freight shed (H) was built some time in the 1950's, possibly coinciding with the reconstruction of the nearby locomotive facility. The freight shed is used for LCL (less-than-car-load) and intermodal service. The ramp is a gravel-filled concrete structure built about the same time as the freight shed. The ramp may have been used for loading and unloading piggyback trailers as well as MOW equipment. The ramp and freight house are still used occasionally.

**ICG PROPANE, SHELL OIL, IMPERIAL OIL, CHEVRON & NESIKA RANCHES**
Located between South Yard and the Station Grounds are several sidings used by local industries. The most active on-line customer is **ICG Propane** (J). ICG receives loaded tank cars of propane for local distribution. (ICG has recently been renamed Praxair). **Shell, Imperial** and **Chevron** occasionally receive tank cars of gasoline and diesel fuel. I am not sure what the **Nesika Ranches** siding is used for, I have never seen any cars spotted there.

**NORLAKE** The majority of rail traffic generated in Williams Lake originates from the large lumber mills at Norlake. Norlake is located northwest of downtown at Mile 316 and features a 6400-foot siding, a storage siding, and a backtrack.. The industrial lead comes off the backtrack and is used for switching the mill trackage. There are currently four mills supplying traffic to BC Rail at Norlake: West Fraser Timber West, Weldwood, and Jack Pine. The mill closest to the main line is operated by **West Fraser**. West Fraser has been producing lumber in Williams Lake since the early 1950's, and ships both wrapped and unwrapped kiln-dried lumber on bulkhead and centerbeam flatcars. Fifty-foot double-door boxcars are also used to move high-grade studs. Car loading and finished lumber storage is done in the open on two tracks (A). West Fraser also produces wood chips. The chip loader (B) is located

between the mill and the lumber storage yard. Empty cars are spotted above the loader and positioned for loading using a car puller.

The **Timber West** (E) operation is the former Pinette & Therrien - BC Forest Products/Mountain Pine Division. P&T first began operations in the area in 1954. A stud mill was opened in 1960, followed by a dimension mill which operated between 1972 and 1989. In the mid 1980's, the company was purchased by Fletcher Challenge which continued to market lumber under the Mountain Pine brand name. In 1994, Fletcher Challenge spun off its solid wood products division and in the process created a new marketing arm known as Timber West Forest Ltd. The Williams Lake mill is currently shipping lumber under the Timber West brand name.

The Timber West mill is served by several tracks. Finished lumber is loaded onto freight cars inside a large storage building (C). The open-sided building has a roof to protect the finished product from the elements. The two tracks west of the switch lead are also used for loading box cars. Timber West ships kiln-dried wrapped and unwrapped lumber on bulkhead and centerbeam flatcars. Double-door 50-foot boxcars are also loaded here. Both BC Rail and the light blue Mountain Pine cars (see Issue 23) can be regularly seen here.

Timber West also operates two wood chip loaders (D). Wood chip cars are spotted above the loading towers and moved into place using a front end loader. Each of the two tracks can hold about twenty empty cars.

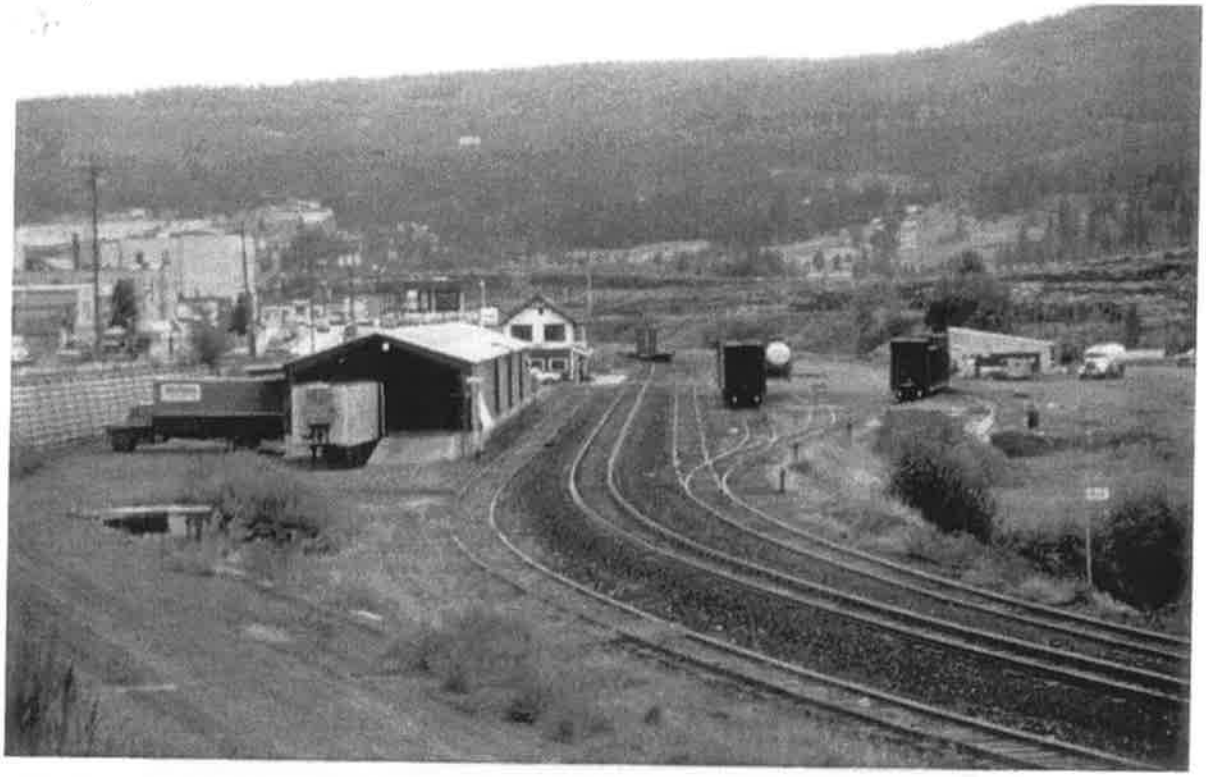
The **Weldwood** operation currently consists of a plywood mill and a wood chipper. The sawmill (F) was shut down in 1993. The plywood mill ships between six and eight 50-foot double-door boxcars per shift. Cars are loaded indoors. Weldwood has three chip loading towers (G) on three tracks, the fourth track runs into the plywood mill.

**Jack Pine** is the new kid on the block. Originally named Kahlsa Lumber, this mill has been in operation since 1987. In the spring of 1996 BC Rail built a new siding into the mill. The siding curves off the mainline, crossing a large fill onto the property of Jack Pine. Car loading is done in the open on two tracks. Jack Pine ships four to eight cars of finished lumber per day primarily on centerbeam flatcars.

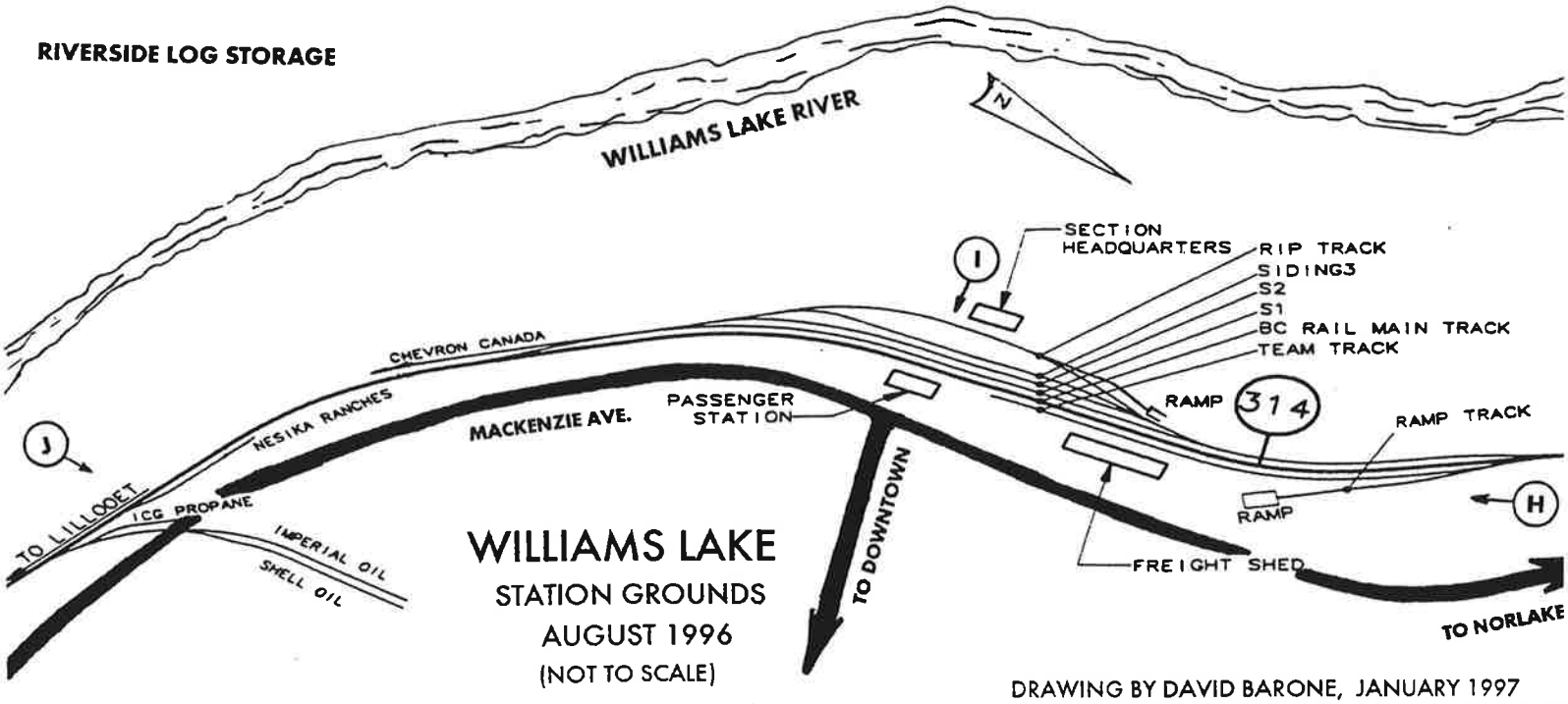
Switching Norlake is a challenge for the crews. The industrial lead is all upgrade from the mainline switch. Weldwood is much higher on the hillside then West Fraser. Crews will set the air in the cars before descending down to the mainline. If there is a lot of outbound loads, the crew will take the Weldwood cars down to the main and return to switch Timber West. The yard crew normally will switch Norlake late in the afternoon. Most mills load cars on the day shift and do not want any rail activity while the cars are being loaded. On Sundays, they will switch in the early morning. A night crew may go up to Norlake if production at the mills is especially heavy.

Early in 1990, many changes took place at Norlake. In 1992, a new overpass was built between Weldwood and Timber West. This allows log trucks coming in from Highway 97 to avoid the downtown area. This also gives hog fuel trucks access to the new cogeneration plant built in 1993 on the hillside behind Timber West. (BCRH&TS member John Pieti is working on an in-depth look at BCR's hog fuel operation and cogeneration plant for a future issue of *The Cariboo.*)

*I hope you enjoyed researching and preparing this profile of the railway's operations in Williams Lake. I would like to thank* ***John Pieti*** *for his assistance in gathering historical data on the mills and railroad operations. Please feel free to contact me with any questions, comments, or additional information on the Williams Lake area.*

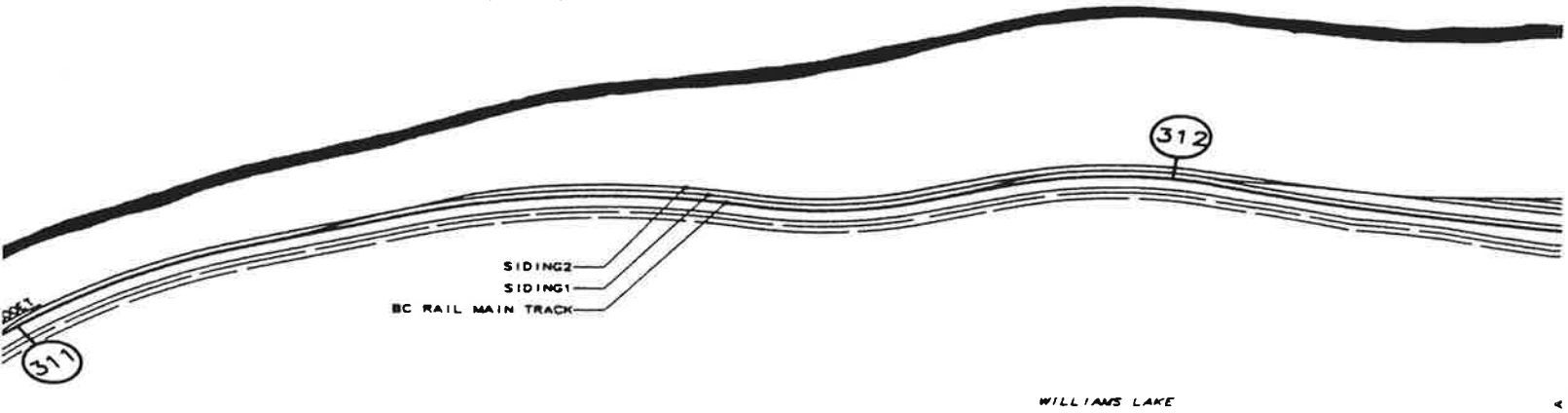


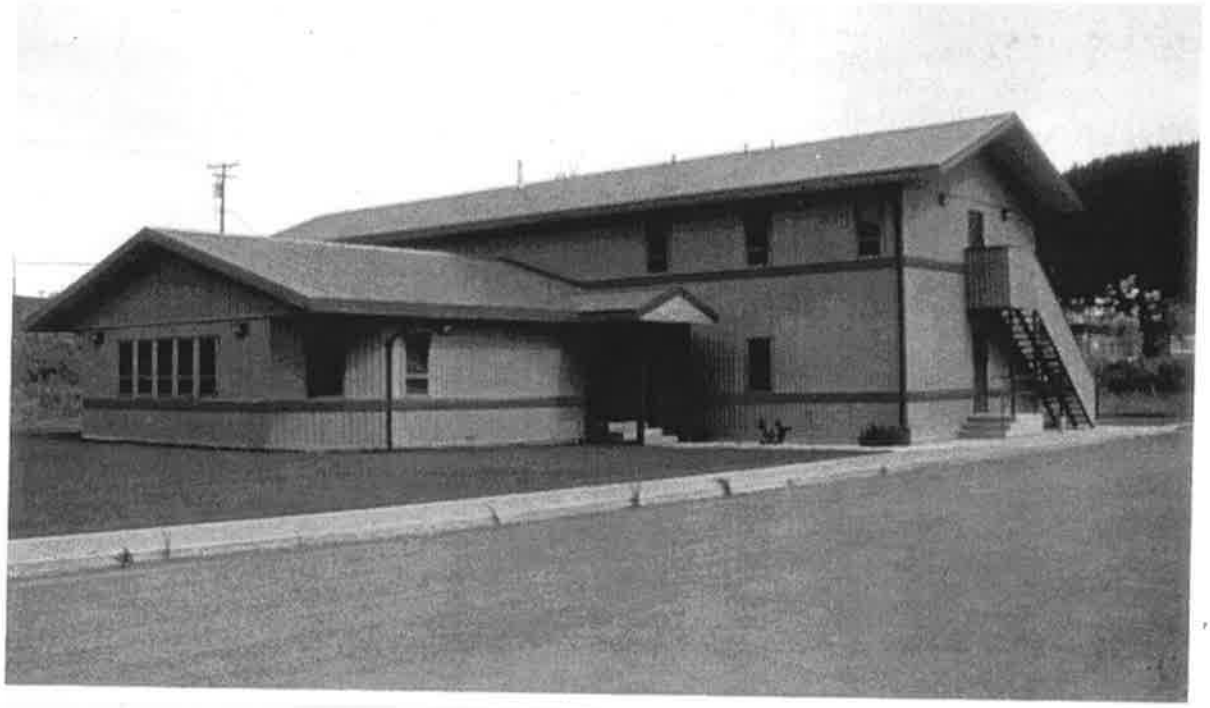
A view of the station grounds (H) looking southward. The freight shed is on the left. On the right is the section house, which stands on the site of the original turntable and round-house. (David Barone photo)



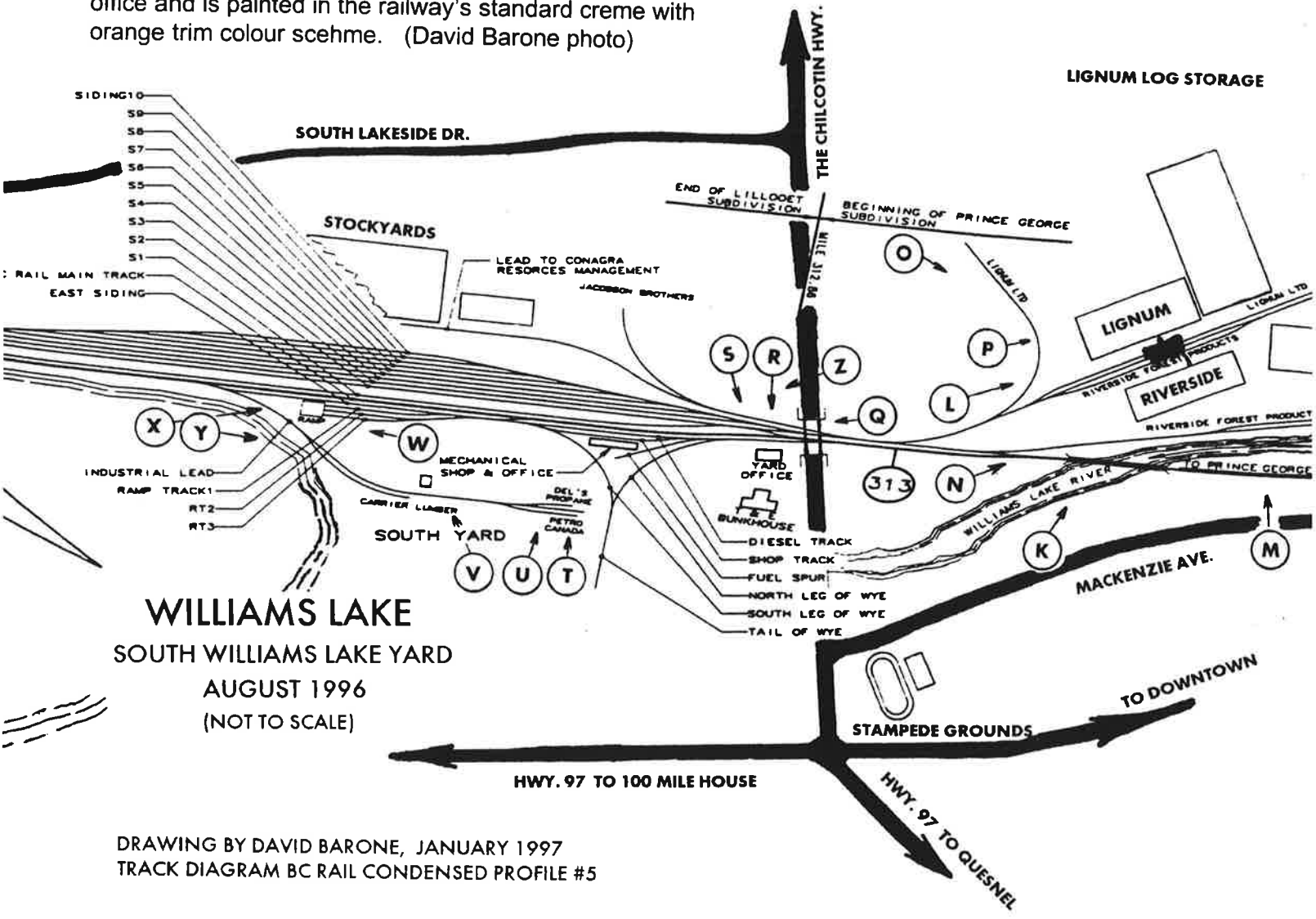

DRAWING BY DAVID BARONE, JANUARY 1997
TRACK DIAGRAM BC RAIL CONDENSED PROFILE #5

The crew of northbound train #23 waits patiently on the mainline while southbound #36 makes a quick crew change at the South Williams Lake yard office (left) (Z). The engine servicing facility in the upper center of the photo.
(David Barone photo)





The Williams Lake bunkhouse (S) is located behind the yard office and is painted in the railway's standard creme with orange trim colour scehme. (David Barone photo)



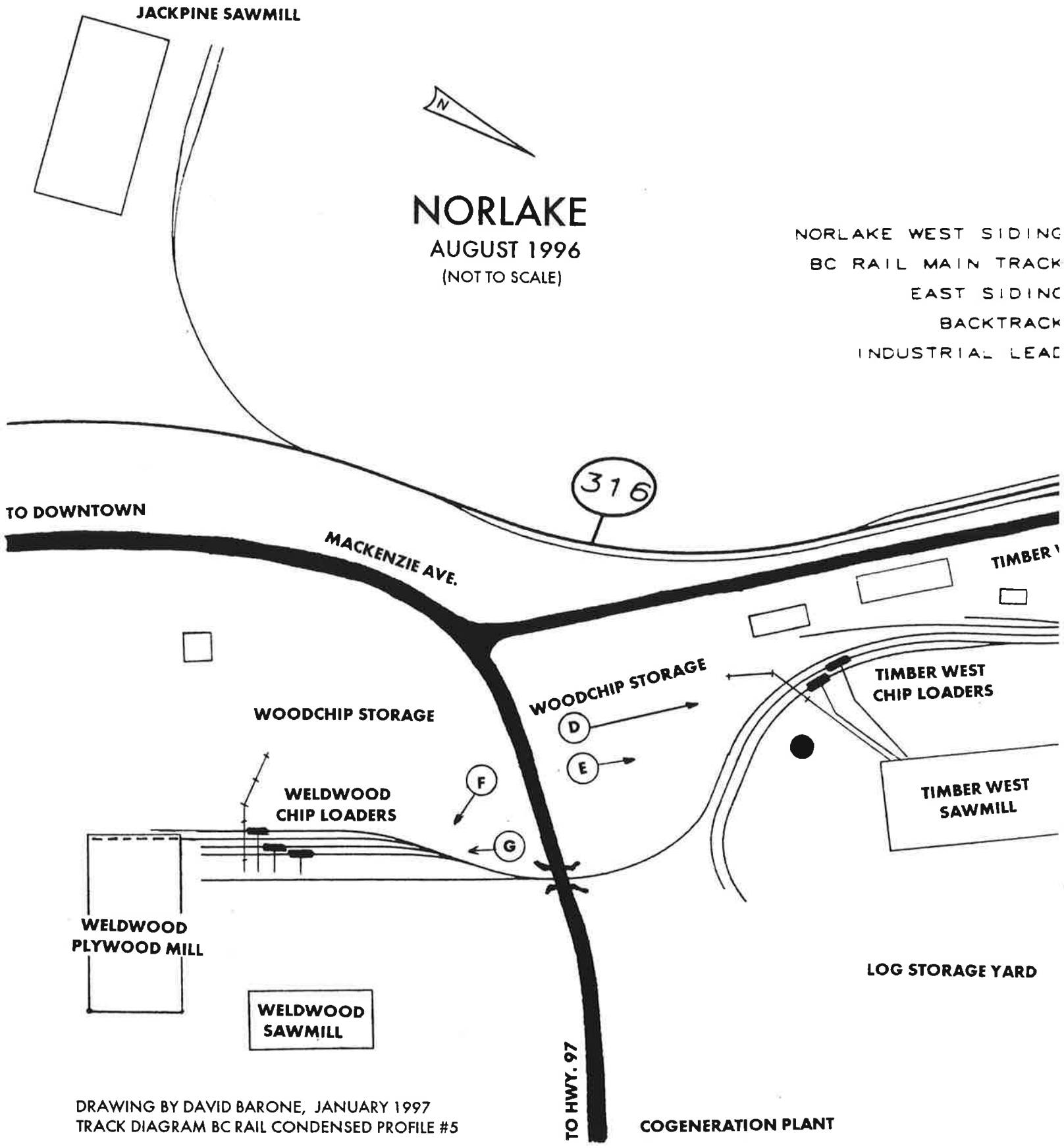

# WILLIAMS LAKE

SOUTH WILLIAMS LAKE YARD

AUGUST 1996

(NOT TO SCALE)

DRAWING BY DAVID BARONE, JANUARY 1997
TRACK DIAGRAM BC RAIL CONDENSED PROFILE #5

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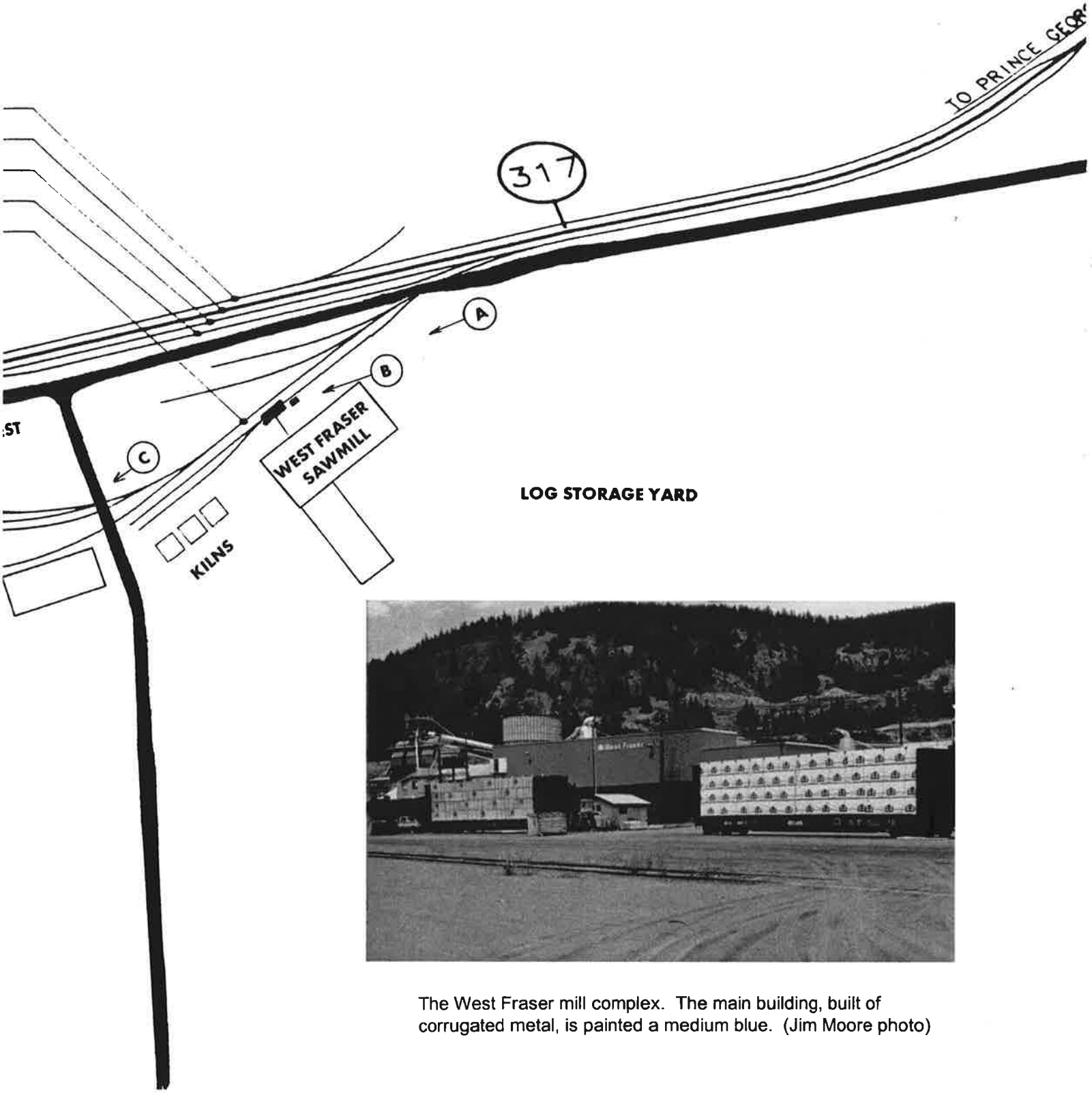


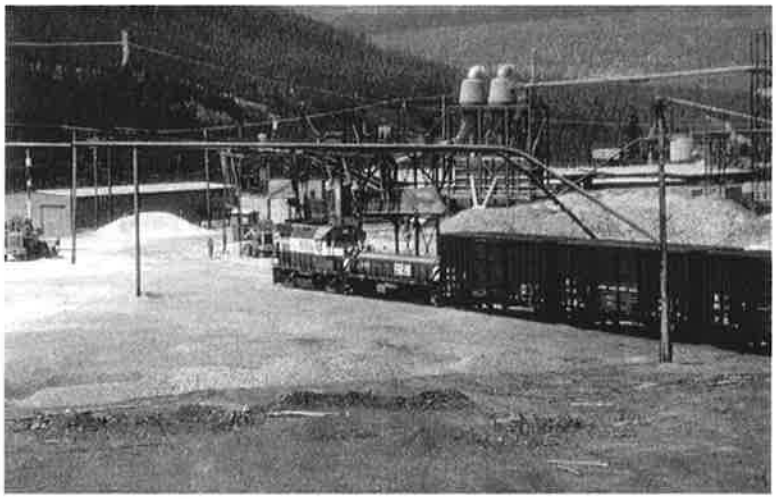



The West Fraser mill complex. The main building, built of corrugated metal, is painted a medium blue. (Jim Moore photo)

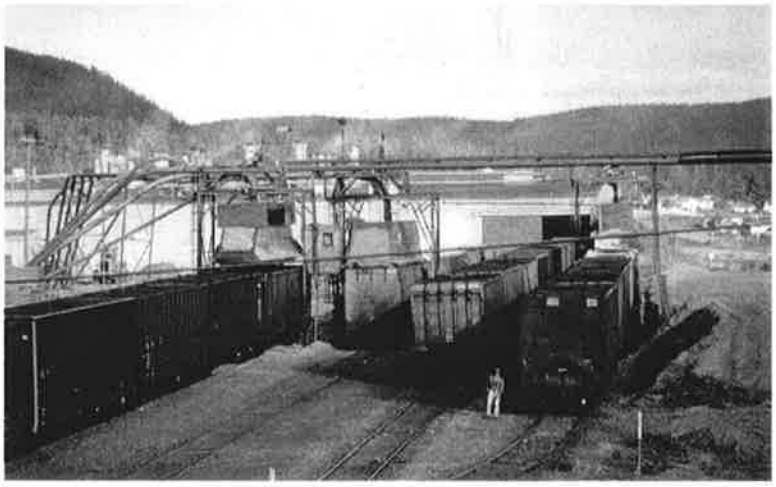
An RS-18C and slug set head up the industrial track past West Fraser (A). The mill and chip loader are on the right, while the finished lumber and loading tracks are on the left.
(David Barone photo)

A view of the West Fraser chip loading tower and car puller (B) taken from the cab of the Williams Lake switcher.
(David Barone photo)

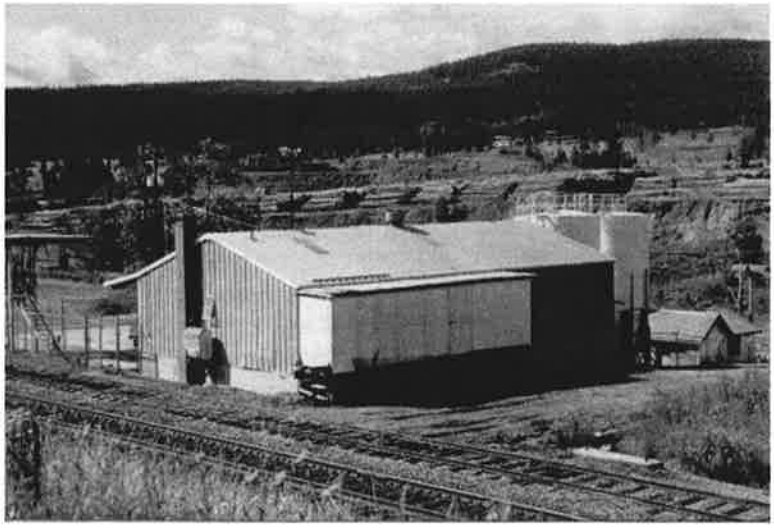
Timber West's finished lumber loading shed. (C) (David Barone photo)



An overview of the wood chip loading towers at Timber West (D). (David Barone photo)

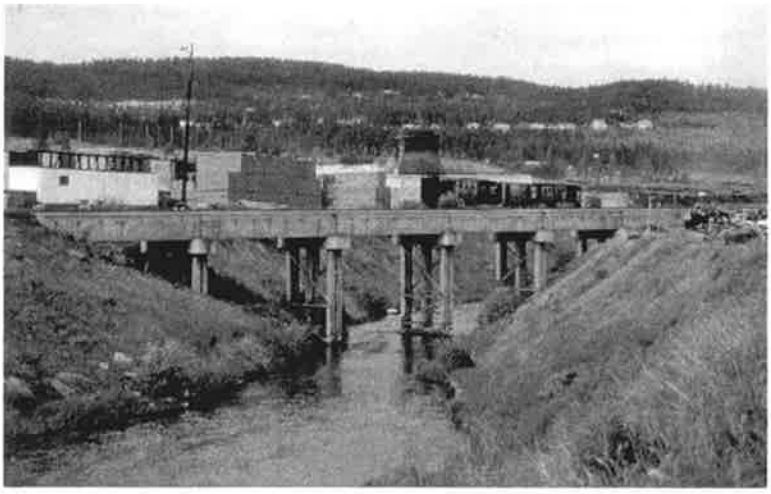


Weldwood operates three wood chip loading towers at its Norlake mill (G). The plywood mill is in the background. (David Barone photo).



The Chevron Canada fuel oil depot located south of the Williams Lake station. The structure is steel grey while the adjacent tanks are white. The tanker truck loading apparatus is located just to the left of the photo. (Jim Moore photo)

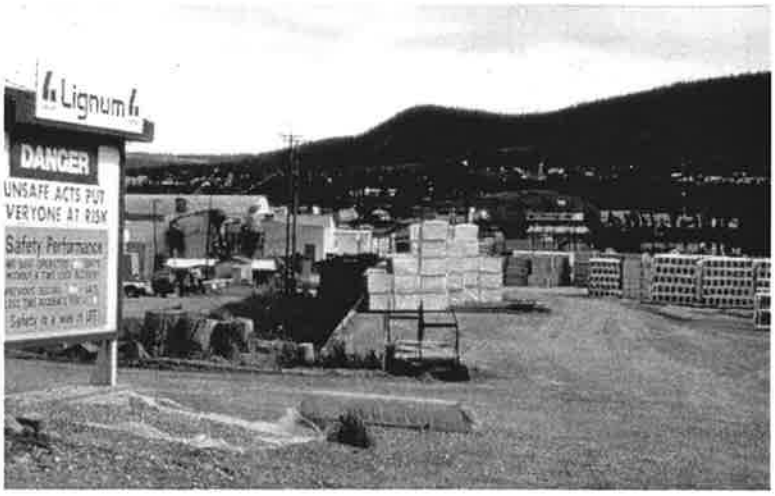

A propane tank car is unloaded at ICG Propane (J). (David Barone photo)



BC Rail's bridge (K) over the Williams Lake river. Riverside Forest Product's mill in the background. (David Barone photo)

Trackage (L) between the Lignum and Riverside mills. The curved spur on the left leads to Lignum's lumber storage yard. The two tracks on the right lead up to chip laoders. In the center of the photo is a glimpse of the sawdust burner. (Jim Moore photo)

A view of the Riverside Mill complex (M) as seen from BCR's mainline.
The silver-coloured buildings are the kilns. (David Barone photo)



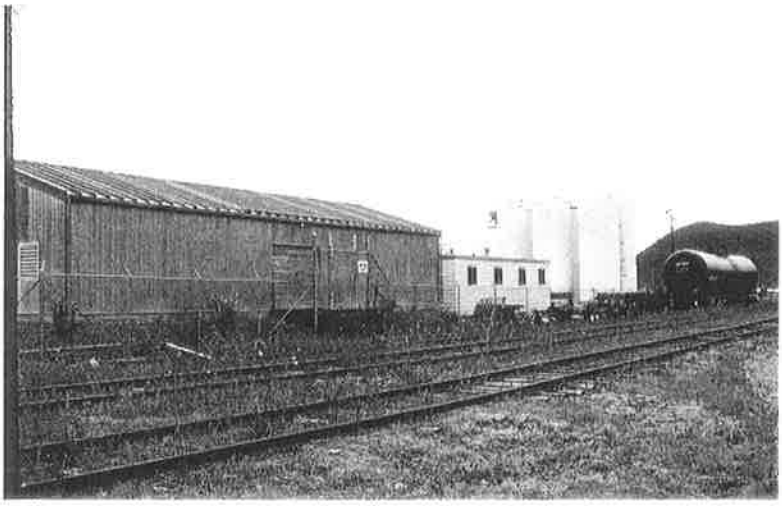

The entrance to the Lignum Mill (O).
The rail siding come in from the top right of the photo. (David Barone photo)

Lignum uses this coupler-equipped CAT front-end loader to move freight cars around its mill (P).
(David Barone photo)

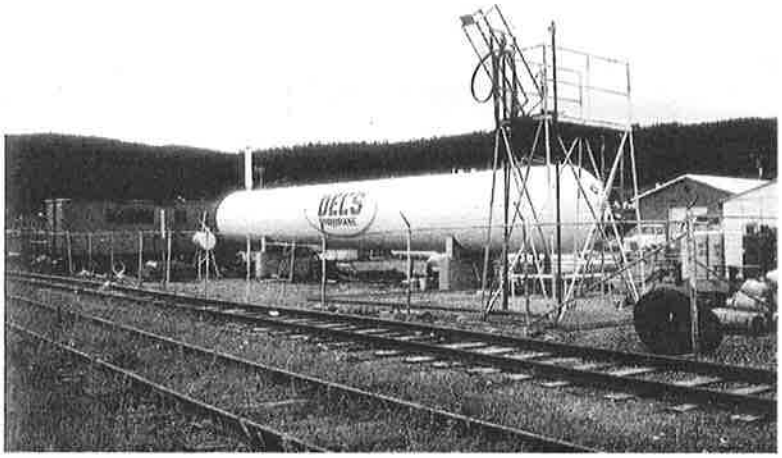
The Chilcotin Highway (Q) passes over the north end of the yard, providing and excellent vantage point to monitor the railway's action. Caution is advised as traffic on the bridge is heavy.
(David Barone photo)

The South Williams Lake yard office (R).
(David Barone photo)

A portion of the former PGE stockyard which sits on a hill overlooking the south yard. (Jim Moore photo)

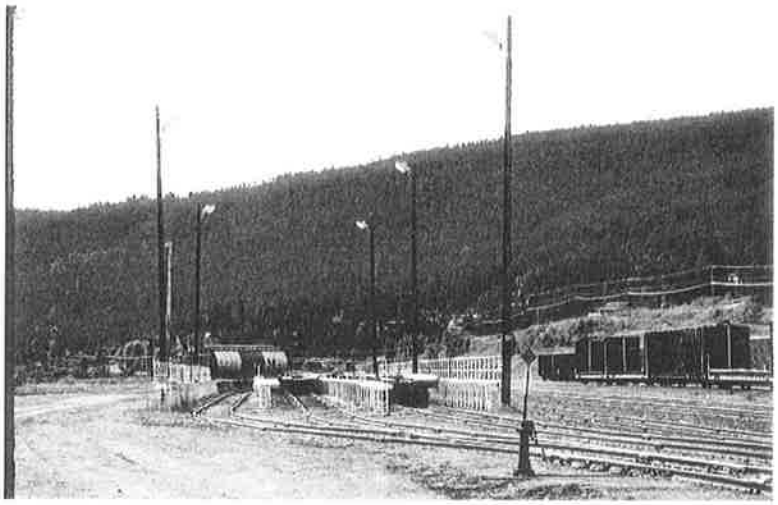


A tank car of diesel fuel positioned on the Petro Canada spur (T).
(David Barone photo)

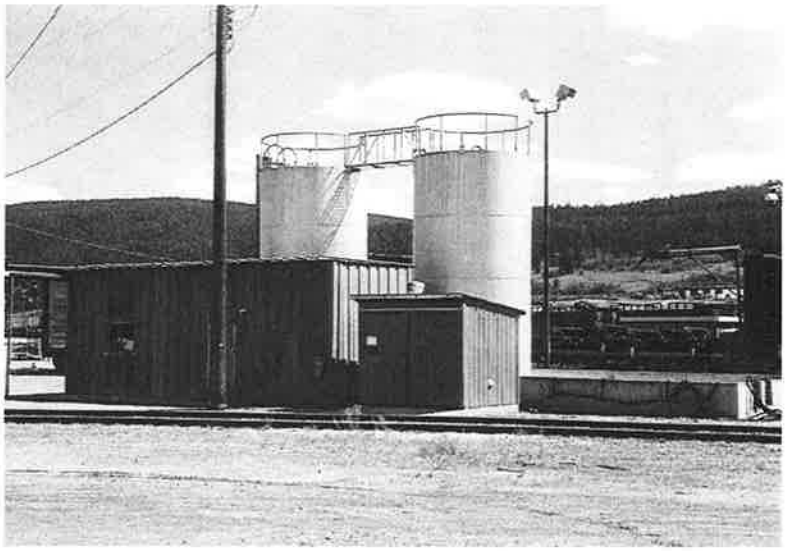



Del's Propane (U) receives tank cars of propane for local distribution.
(David Barone photo)

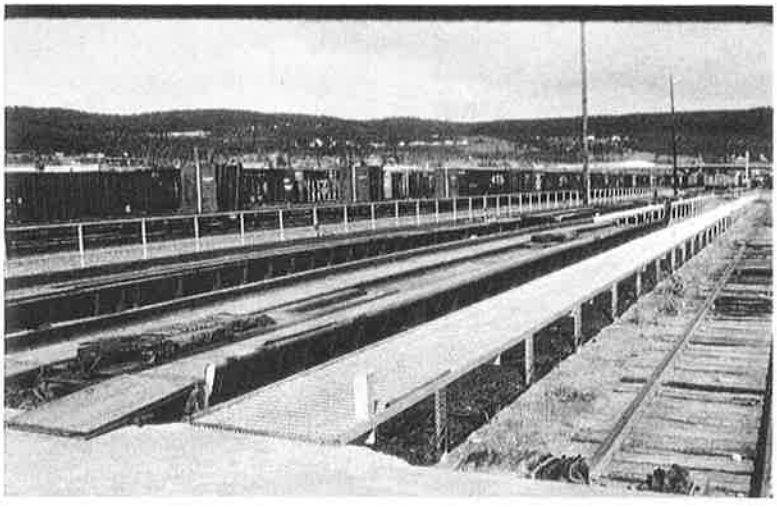
Carrier Lumber (V) has a small loading platform to load boxcars with studs. The lumber is milled off-line and trucked to Williams Lake. (David Barone photo)



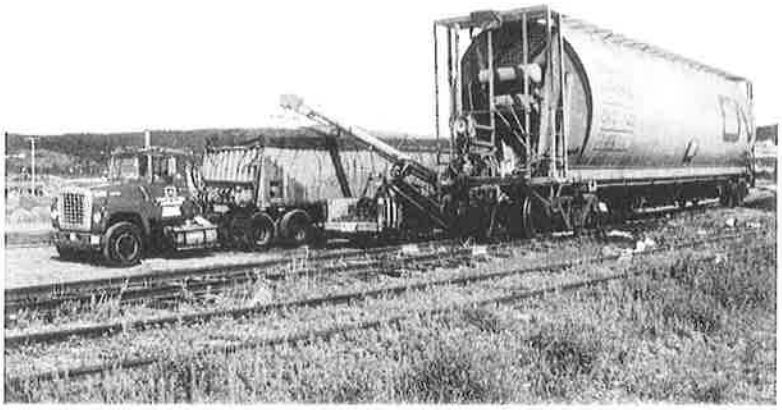
A track-side view of the South Williams Lake TOFC ramp (W).
(David Barone photo)



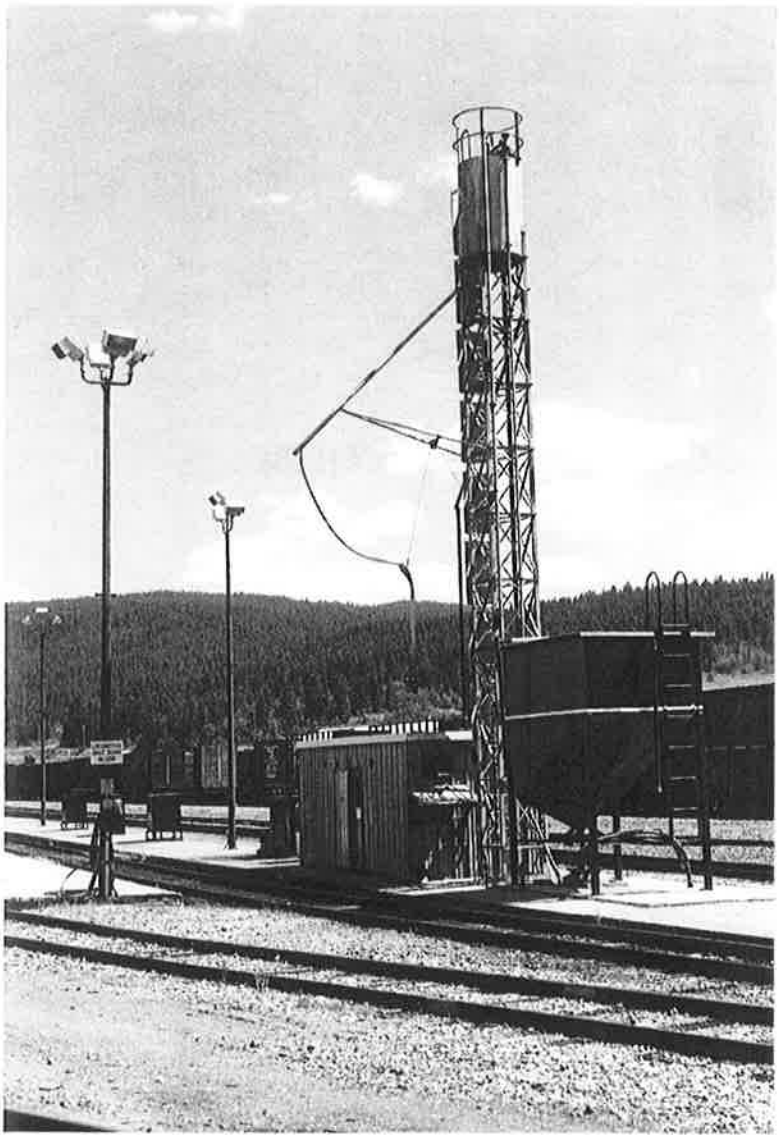
The diesel fuel station in the south yard.
(Jim Moore photo)



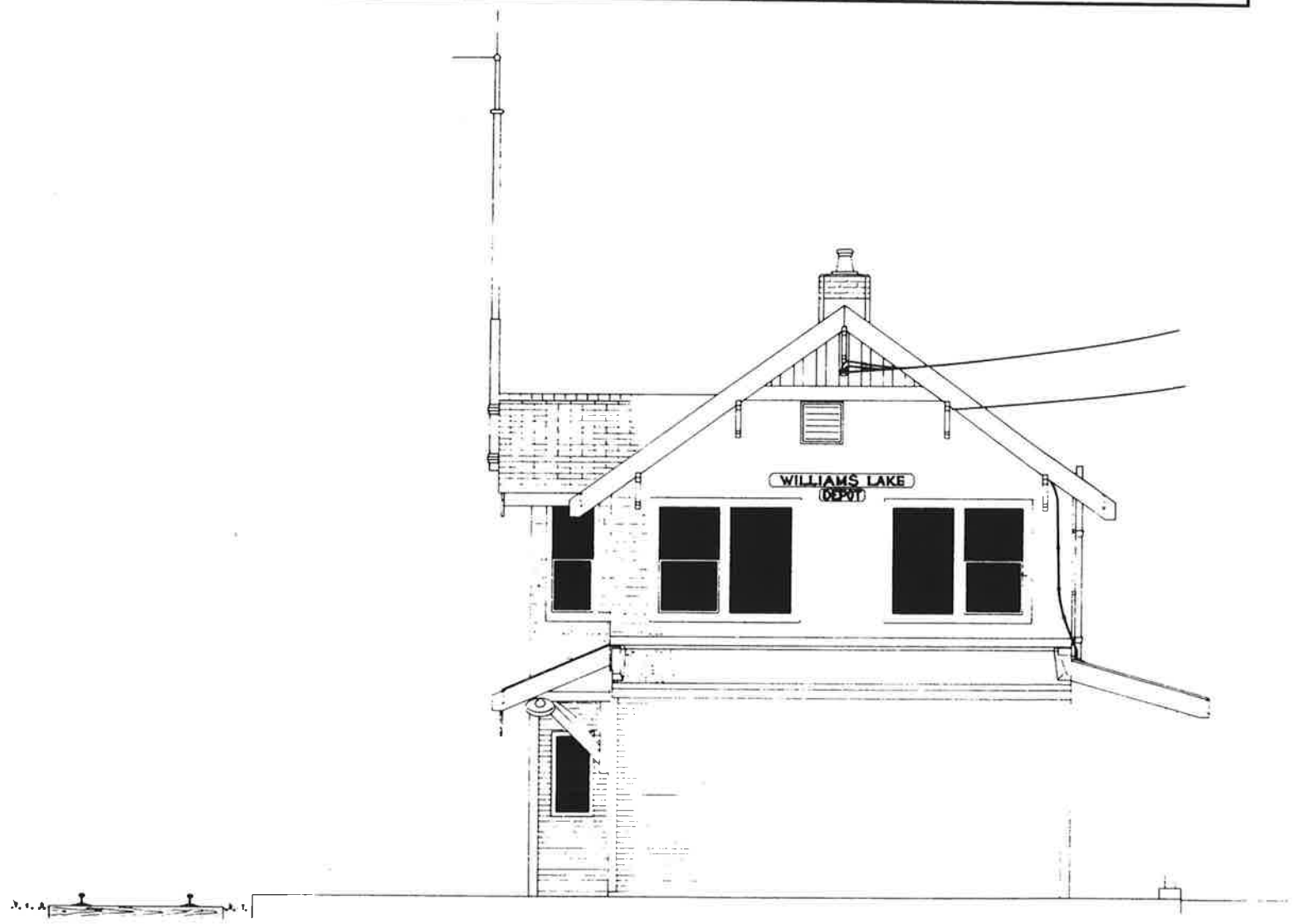
The three-track facility (X) handles between 5 and 15 trailers daily.
(David Barone photo)



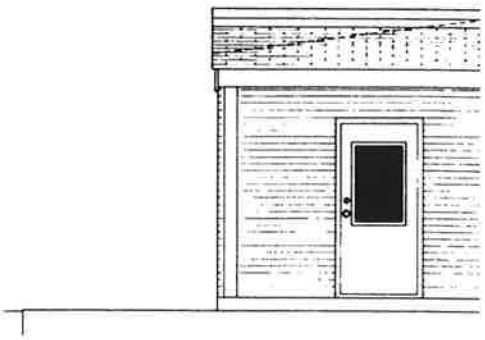
A CN covered hopper bearing calcium chloride is unloaded (Y) into a open-top trailer. The commodity is used to reduce dust on gravel roads.
(David Barone photo)



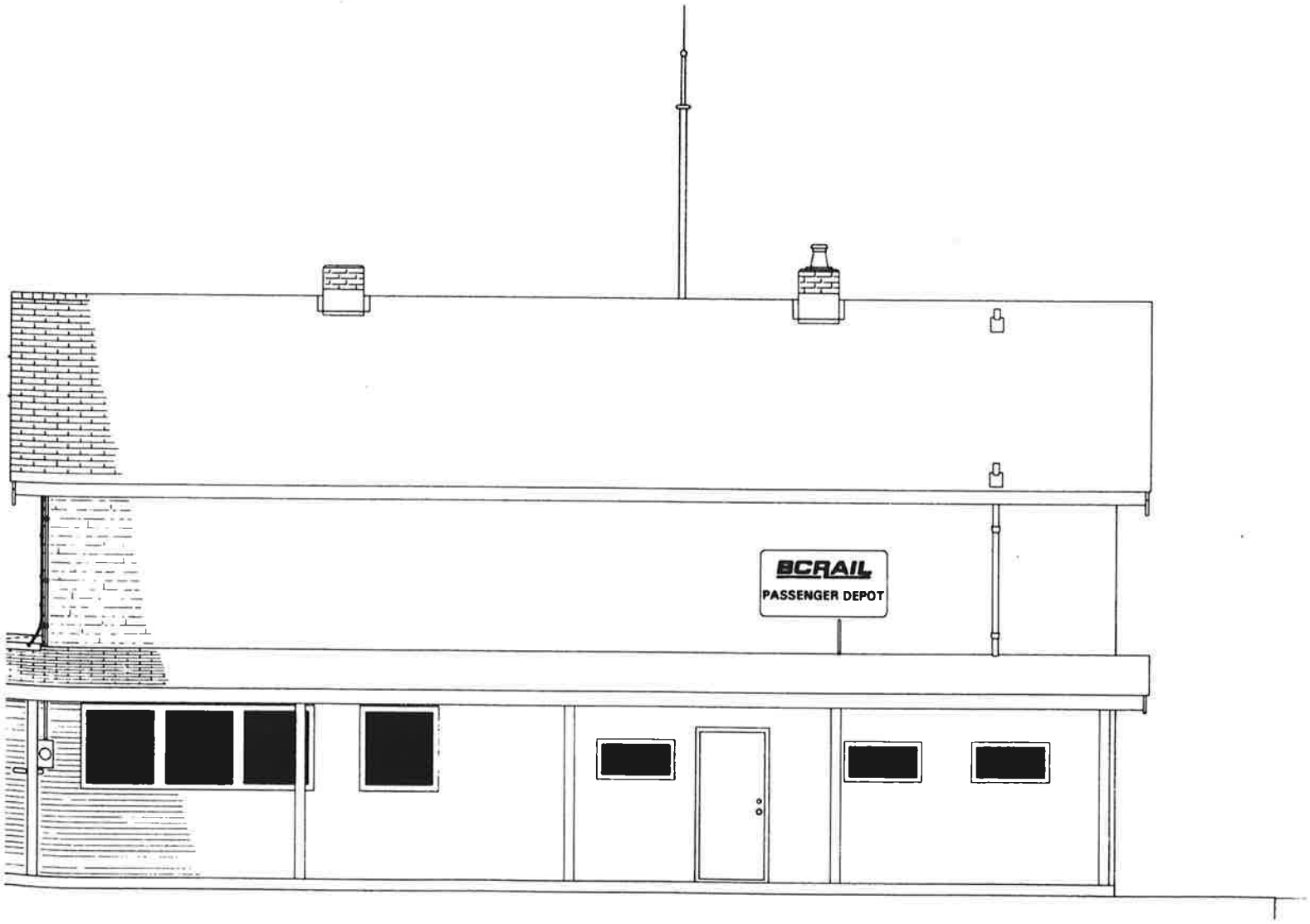
Locomotive sanding tower in South Williams Lake yard.
(Jim Moore photo)




## SOUTH ELEVATION

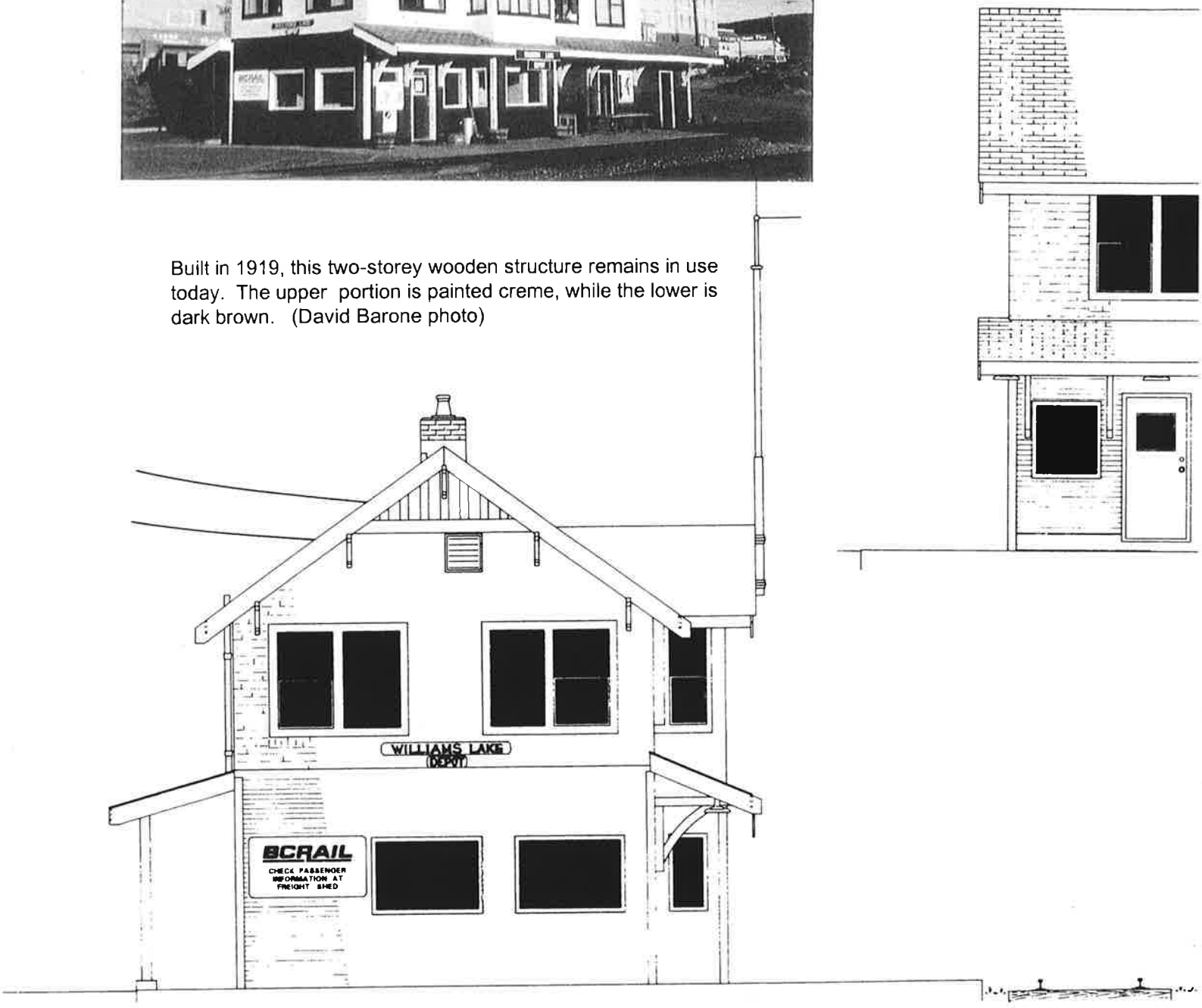


| WILLIAMS LAKE DEPOT - ELEVATIONS<br>BC RAIL circa 1995 |
|---|
| Drawn: David V. Archer (all rights reserved)<br>Aug. 1996 |
| Scale: HO (87.1 to 1) |

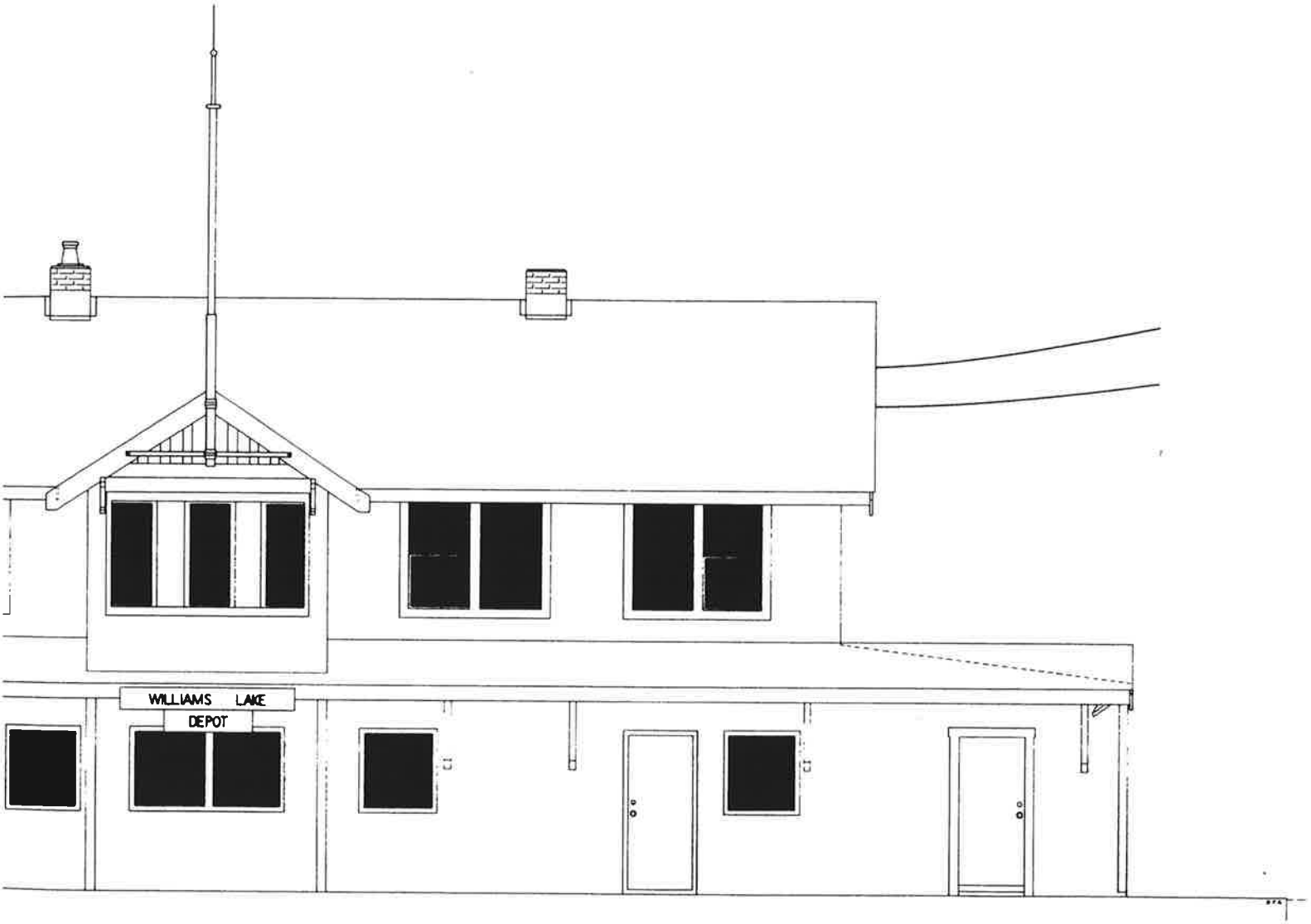



**EAST ELEVATION**

Built in 1919, this two-storey wooden structure remains in use today. The upper portion is painted creme, while the lower is dark brown. (David Barone photo)




**NORTH ELEVATION**

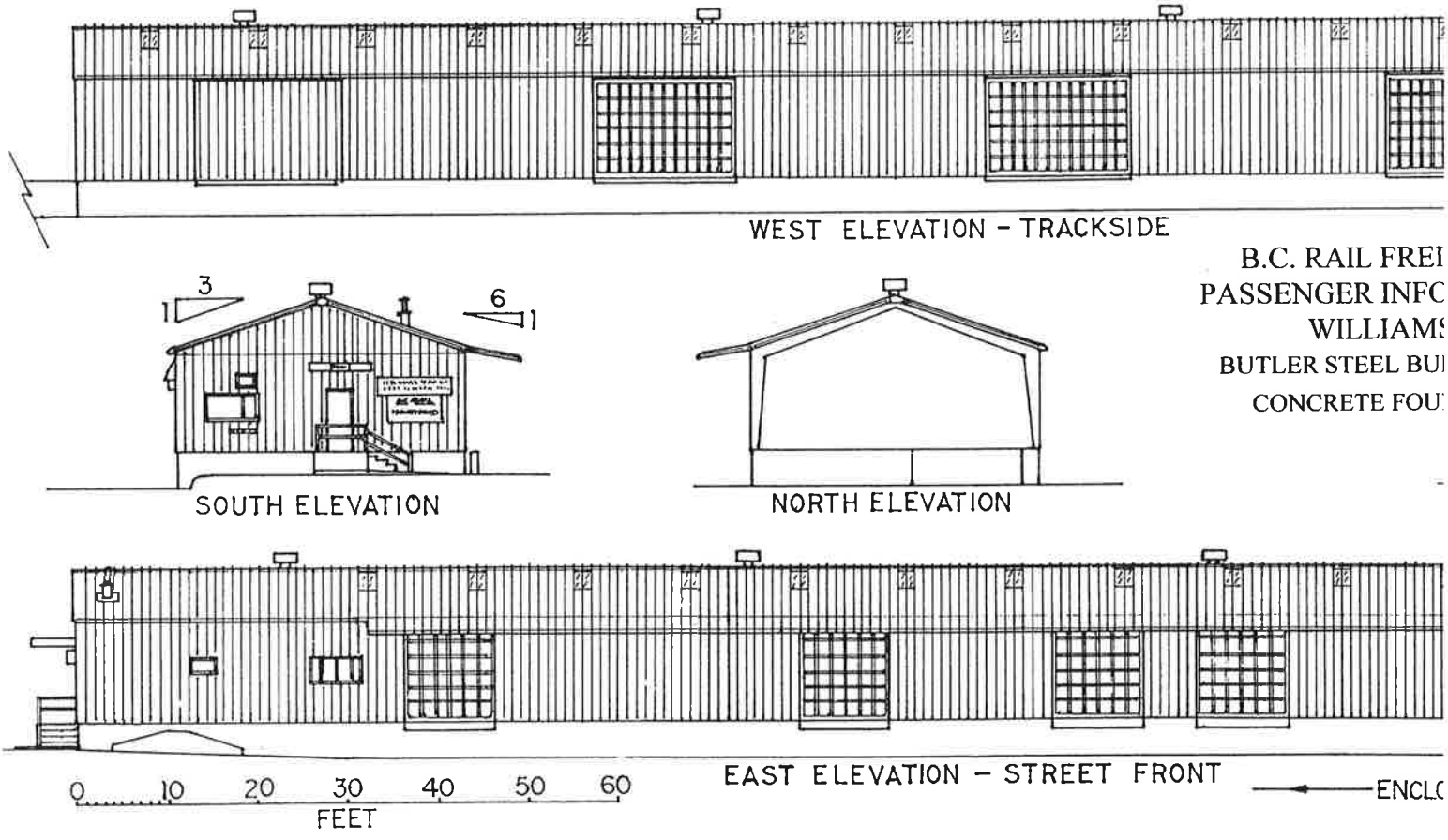



**WEST ELEVATION** (TRACK SIDE)

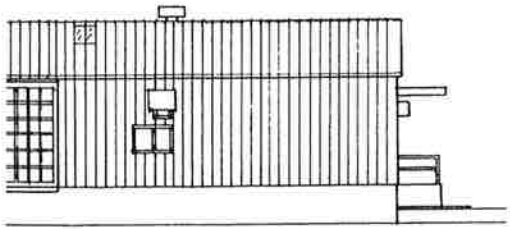
William Lake Freight Shed -- Circa 1995

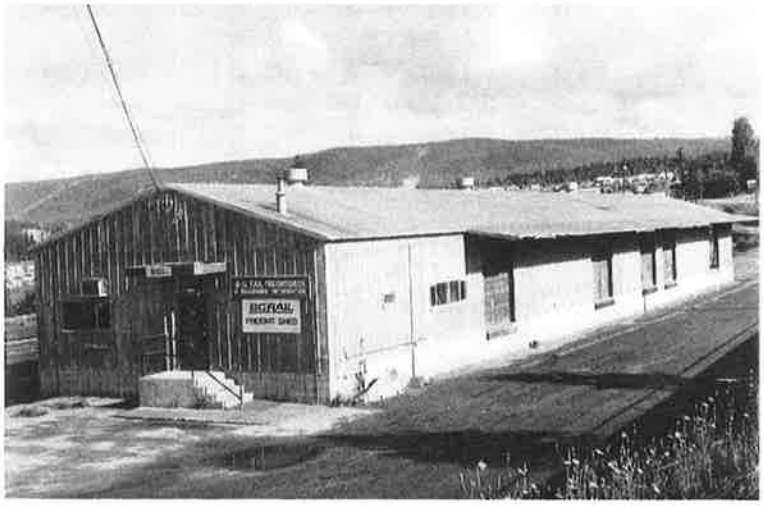
Drawn by Eric L. Johnson.



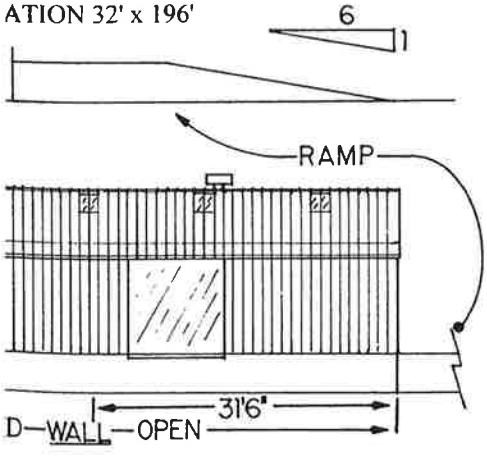


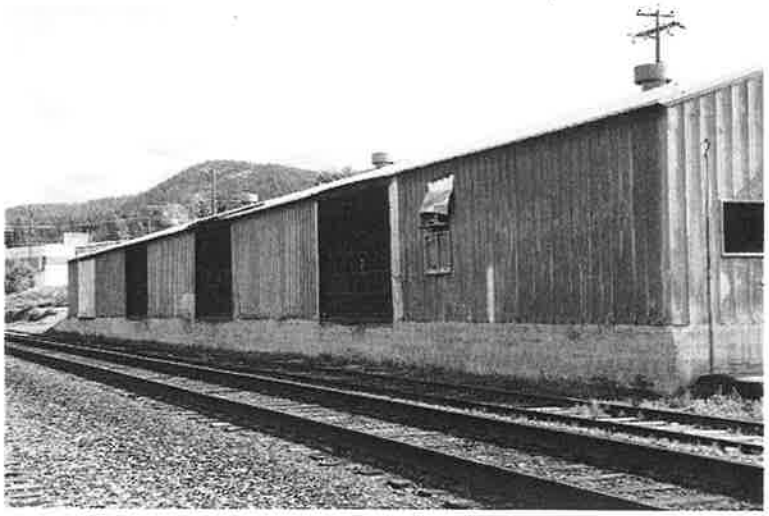
**All photos – Jim Moore**





IT SHED AND
MATION OFFICE
AKE, B.C.
ING 32' 2" x 196' 2"
ATION 32' x 196'



BC RAIL MAINTENANCE OF WAY SHED
WILLIAMS LAKE, BC- ACROSS FROM STATION

## LEGEND

### WEST ELEVATION

| | | |
|---|---|---|
| | 77'-8" | OVERALL LENGTH |
| | 9'-0" | HEIGHT |
| A | 1'-6" | NORTH CORNER TO GARAGE DOOR |
| B | 12'-0" | WIDE x 8'-0" HIGH MAN DOOR - 3" FRAMED STEEL DOOR |
| C | 3'-0" | TO NEXT DOOR |
| D | 3'-0" | WIDE x 7'-0" HIGH MAN DOOR 3" FRAMED STEEL DOOR |
| E | 8" | TO WINDOW |
| F | 3'-0" | WIDE x 4'-0" HIGH WINDOW, 3'-2" ABOVE GRADE |
| G | 6'-9" | TO NEXT WINDOW |
| F | 3'-0" | WIDE x 4'-0" HIGH WINDOW, 3'-2" ABOVE GRADE |
| H | 12'-0" | TO NEXT WINDOW |
| F | 3'-0" | WIDE x 4'-0" HIGH WINDOW, 3'-2" ABOVE GRADE |
| I | 7'-3" | TO NEXT WINDOW |
| F | 3'-0" | WIDE x 4'-0" HIGH WINDOW, 3'-2" ABOVE GRADE |
| J | 6'-4" | TO MAN DOOR |
| D | 3'-0" | WIDE x 7'-0" HIGH MAN DOOR - 3" FRAMED STEEL DOOR |
| K | 1'-5" | TO NEXT WINDOW |
| F | 3'-0" | WIDE x 4'-0" HIGH WINDOW, 3'-2" ABOVE GRADE |
| L | 4'-6" | TO SOUTH CORNER |

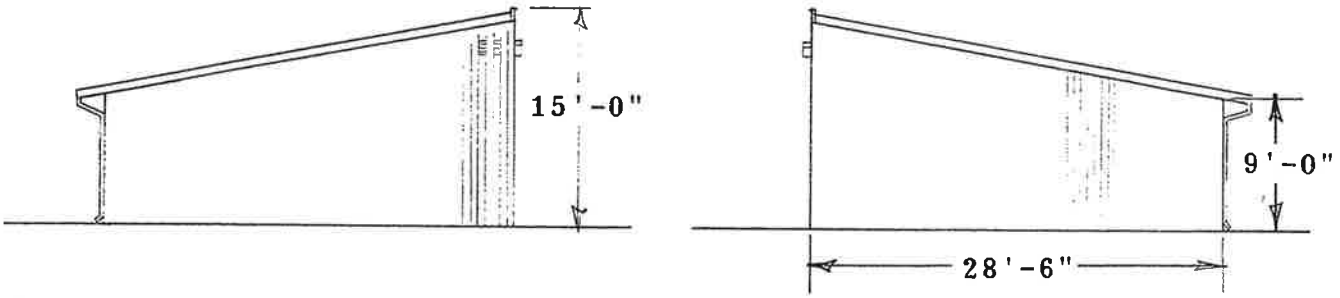
### EAST ELEVATION

| | | |
|---|---|---|
| | 77'-8" | OVERALL LENGTH |
| | 15'-0" | HEIGHT |
| | 6" | CENTRES, CORROGATED SIDING, 30" WIDE PANELS |
| M | 4'-1" | NORTH CORNER TO DOOR |
| | 6"x6" | SPEEDER DOOR FRAME, DOOR WEST 4" |
| N | 7'-0" | WIDE x 7'-8" HIGH DOOR |
| O | 6'-8" | TO NEXT DOOR |
| N | 7'-0" | WIDE x 7'-8" HIGH DOOR |
| P | 2'-1" | TO NEXT DOOR |
| N | 7'-0" | WIDE x 7'-8" HIGH DOOR |
| P | 2'-1" | TO NEXT DOOR |
| N | 7'-0" | WIDE x 7'-8" HIGH DOOR |
| Q | 7'-2" | SPACE |
| | 12"x16" | VENT, 1'-10" FROM RIGHT DOOR |
| N | 7'-0" | WIDE x 7'-8" HIGH DOOR |
| Q | 7'-2" | SPACE |
| N | 7'-0" | WIDE x 7'-8" HIGH DOOR |
| R | 6'-5" | FROM DOOR TO SOUTH CORNER |

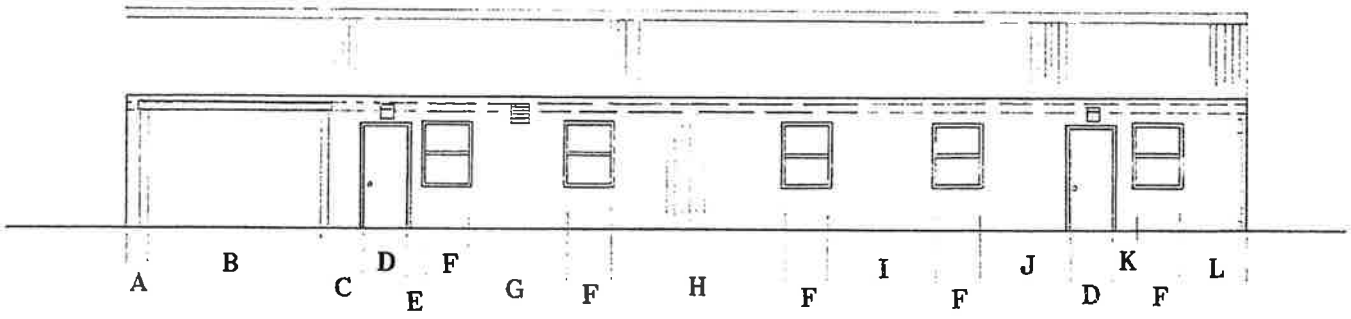
### SOUTH/NORTH ELEVATIONS

| | | |
|---|---|---|
| | 28'-6" | OVERALL WIDTH |

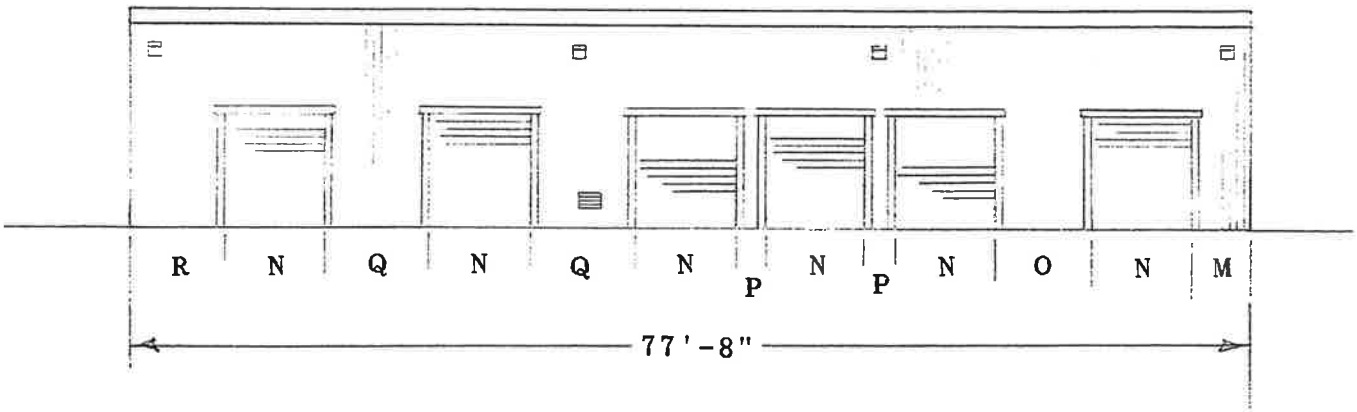
SCALE- N GUAGE 1.92MM = 1 FOOT (1/160)




SOUTH/NORTH ELEVATIONS



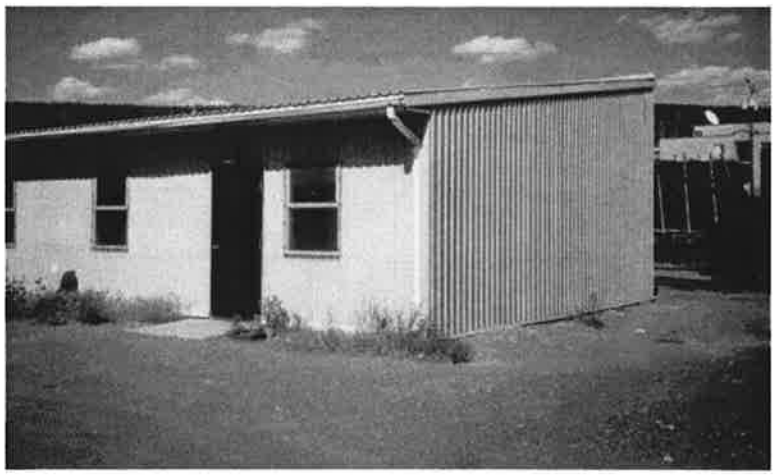

WEST ELEVATION




EAST ELEVATION

West elevation
(Ron Tuff photo)

Northwest elevation
(Jim Moore photo)



Southwest elevation
(Ron Tuff photo)

## The Official Railway Equipment Register

Ron Tuff

The Official Railway Equipment Register (ORER) is a paperback resource book published quarterly by The National Railway Publication Company of New York, New York and is available by annual subscription or single issue.

For the modeler, it is wealth of information about our favourite prototype. Reviewing the two pages devoted to BC Rail Ltd., in the April 1986 issue, the title block provides the address, telephone and telex numbers of the General Office and Transportation Office in North Vancouver, followed by a brief summary of equipment operated over the 1635 miles of track. This includes 115 diesel electrics, 7 electrics, 6 slug units, 9 rail diesel cars, 407 work service cars and 45 cabooses.

The modeler's resource really begins with the tables of Freight Equipment. BC Rail's rolling stock is identified by three different reporting marks; BCIT, BCOL, PGE and the table is subdivided accordingly. Except for a few cases of single car entries, it only indicates the number of cars remaining within a specific series and not individual car numbers. Each car series is described along with the American Association of Railroads (AAR) mechanical designation and the AAR car type code. Both of these are explained in detail in the Universal Machine Language Equipment Register (Umler) Data Specification Manual at the back of the book and are reprinted in the accompanying table. Following the description and car series, the major inside and outside dimensions, door sizes and capacity in pounds & cubic feet are listed.

How can this resource be used to model BC Rail? If your layout depicts 1986, a number of facts become evident. For example, nearly a quarter of the 10328 revenue cars are identified with BCIT reporting marks. These cars are restricted to international service and must not be used in domestic service between points in Canada. For prototypical layout operation, the cars would be loaded by BC Rail customers, but must be moved "off-line" for delivery. Many of us use a hidden yard for this purpose during operating sessions to simulate the connection with other railways. Of the remaining cars used in domestic service, 70% are lettered BCOL while the remaining 5% carry PGE reporting marks.

Bulkhead flat cars and box cars represent nearly 72% of the entire fleet, with another 12% being wood chip cars. This is not surprising as the railway's major source of revenue is from the lumber industry. Centerbeam flat cars only represent 3.3% of the total fleet, since their design was just beginning to catch on in 1986. The remaining 16% of the revenue cars are represented in very small quantities.

The specific area your layout depicts, will dictate which car types are required to support the prototypical industries. For example, if you model the Takla Subdivision, it will be necessary to model more AAR type FL log cars than might normally be expected. The trick is to construct a sawmill-type operation large enough to allow the loaded log flats to be delivered and through a loads-in/empties-out operation, maintain a prototypical appearance as the logs move south and the empty flats return north for reloading. Similar operations can be devised for almost any open load type car where the goods are permanently affixed to the rolling stock. Even BCIT cars destined for international customers can be delivered to a hidden yard with a connection back to the source industry.

The final point in the ORER listing is the railway's Freight Connections and Junction Points. These provide important clues for moving cars "off-line". In 1986, BC Rail interchanged with five other railways. However, the American connections to Burlington Northern and Union Pacific were by car barges. The only direct interchanges were with Canadian National at North Vancouver, Prince George and Dawson Creek. This does not provide too many opportunities to operate other railways' locomotives on your layout, but CN did occasionally operate a detoured freight over British Columbia Railway's mainline.

If you are planning to build a layout, try to find a copy of the Official Railway Equipment Register from the era you are interested in modeling at a local model railroad hobby shop or flea market. You'll be surprised at the wealth of information it provides, not just the car series and dimensional data.

| AAR | Mech | Description | BCIT | BCOL | PGE |
|---|---|---|---|---|---|
| FB<br>3802 cars<br>36.8% | F241 | nominal capacity 70 tons, bulkhead flat, less than 53' inside length | 0 | 2 | 1 |
| | F341 | nominal capacity 100 tons, bulkhead flat, less than 53' inside length | 846 | 1903 | 0 |
| | F342 | nominal capacity 100 tons, bulkhead flat, 53' - 60' inside length | 1 | 299 | 5 |
| | F343 | nominal capacity 100 tons, bulkhead flat, 60' - 75' inside length | 0 | 745 | 0 |
| FBS<br>337 cars<br>3.3% | F351 | nominal capacity 100 tons, centerbeam flat, less than 53' inside length | 0 | 1 | 0 |
| | F353 | nominal capacity 100 tons, centerbeam flat, 60' -75' inside length | 336 | 0 | 0 |
| FM<br>274 cars<br>2.7% | F301 | nominal capacity 100 tons, standard flat, less than 53' inside length | 0 | 209 | 10 |
| | F302 | nominal capacity 100 tons, standard flat, 53' - 60' inside length | 0 | 54 | 1 |
| FC<br>175 cars<br>1.7% | P311 | single length standard level, circus or lift loading, trailer up to 45' long, 8' wide undercarriage | 0 | 28 | 1 |
| | P312 | single length standard level, circus or lift loading, trailer up to 48' long, 8' wide undercarriage | 0 | 6 | 0 |
| | P712 | double length standard level, circus or lift loading, trailers up to 48' long, 8' wide undercarriage | 0 | 136 | 4 |
| FL<br>280 cars, 2.7% | F373 | nominal capacity 100 tons, log flat, 60' - 75' inside length | 0 | 169 | 111 |
| GB<br>282 cars<br>2.7% | G512 | 52' - 61' inside length, greater than 9' inside width, gondola with steel floor & drop ends, sides 37" to 47" | 0 | 13 | 19 |
| | G532 | 52' - 61' inside length, greater than 9' inside width, gondola with wood floor & solid ends, sides 37" to 47" | 0 | 103 | 22 |
| | G542 | 52' - 61' inside length, greater than 9' inside width, gondola with wood floor & drop ends, sides 37" to 47" | 0 | 25 | 0 |
| GTS<br>1251 cars<br>12.1% | E500 | 52' - 61' inside length, wood chip car | 0 | 335 | 84 |
| | E700 | over 61' inside length, wood chip car | 0 | 800 | 32 |
| HK<br>166 cars<br>1.6% | H330 | nominal capacity 80 tons, ballast hopper | 0 | 56 | 10 |
| | H430 | nominal capacity 100 tons, ballast hopper | 0 | 100 | 0 |
| LO<br>87 cars<br>0.9% | C112 | non-pressurized gravity unloading, covered hopper, 3000 - 4000 cu. ft. capacity | 0 | 25 | 8 |
| | C113 | non-pressurized gravity unloading, covered hopper, 4000 - 5000 cu. ft. capacity | 0 | 24 | 0 |
| | C612 | pressure differential pneumatic discharge, covered hopper, 3000 - 4000 cu. ft. capacity | 0 | 30 | 0 |
| RB<br>2 cars, >0.05% | R100 | less than 49' inside length, bunkerless refrigerator car | 0 | 2 | 0 |
| T<br>11 cars, >0.05% | T105 | 19000 - 21000 gallon capacity, tank car | 0 | 11 | 0 |
| XM<br>3595 cars<br>34.8% | B101 | less than 49' inside length, box car, sliding door less than 8' wide opening | 4 | 4 | 0 |
| | B102 | less than 49' inside length, box car, sliding door 8' - 9' wide opening | 3 | 158 | 63 |
| | B105 | less than 49' inside length, box car, sliding doors 11' - 13' wide opening | 193 | 0 | 0 |
| | B146 | less than 49' inside length, box car, sliding/plug doors 13' - 15' wide opening | 0 | 43 | 0 |
| | B307 | 49' - 59' inside length, box car, sliding doors greater than 15' wide opening | 487 | 0 | 0 |
| | B323 | 49' - 59' inside length, box car, plug door 9' - 10' wide opening | 0 | 170 | 30 |
| | B346 | 49' - 59' inside length, box car, sliding plug doors 13' - 15' wide opening | 0 | 1708 | 64 |
| | B417 | 59' - 79' inside length, box car, sliding doors greater than 15' wide opening | 668 | 0 | 0 |
| XMI<br>18 cars<br>0.2% | B172 | less than 49' inside length, box car, thermostatically controlled, doors 8' - 9' wide opening | 0 | 6 | 4 |
| | B374 | 49' - 59' inside length, box car, thermostatically controlled, doors 10' - 11' wide opening | 0 | 1 | 7 |
| XP<br>48 cars, 0.4% | A305 | 49' - 59' inside length, box car, specially equipped, plug door 9' - 11' wide opening | 20 | 28 | 0 |
| 10328 total | | | 2558 | 7294 | 476 |