



THE CARIBOO



THE SOURCE FOR PGE-BCR MODELING DATA

ISSUE THREE

January 1991

Happy Holidays! This time out, we're proud to present an issue that is **twice** the size of our previous efforts. With a much improved appearance, too! And all this made possible because of reader response, both financially and editorially.

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Copies of issues one and two are still available--though limited in number. If a complete "library" of "The Cariboo" is on your holiday list, now is the time to act.

**

Thanks to the labours of David Barone, we will include photos in our newsletter, effective with issue four. Best results will be achieved from black and white prints (5 x 7 inch preferably), with a glossy finish. The better the subject contrast, the better the photo will print. If you shoot color prints or slides, don't despair. Send them along for a look-see. If we can use them we'll have a b/w print made. Please mark all submissions with your name. Kindly enclose a brief description of your subject.

Jim Moore

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The following items are reprinted courtesy of the West Coast Railway Association "News":

August and September will not go down as banner months in BC Rail's history books. During August, the mainline was blocked by Indian bands at Seton Portage--disrupting operations several times. During this period a wood trestle was also burned. Freight trains detoured over CN periodically, and passenger service ended up cancelled indefinitely as the railway was unable to guarantee consistent service. Only the Royal Hudson continued to operate routinely.

Then on September 4, BC Rail was struck by unions in a contract dispute shutting down the entire system. Normal operations were not resumed until October 1.

Canfor locomotive #2 (an Atlas 65 ton diesel, built April 1943, serial #2344), from Port Mellon, B.C., showed up at BCR's shops in North Vancouver on August 26. The engine is former US Army #7156 from Anniston Ordnance Depot. Reason for the locomotive's visit is unknown.

The first BCR train likely to have been detoured over CN trackage (due to native Indian blockades) was seen eastbound at Fort Langley on August 19. Equipment included CN 5500, two BCR 4600s, and a caboose. The movement consisted of empty lumber cars and tanks, no piggybacks.

BC Rail's new North Vancouver intermodal facility was officially opened August 30. The new yard is paved, and features a new Caterpillar V1100 unit to lift trailers onto and off of flat cars. No longer are trailers required to be loaded "circus style". The facility also includes a new fueling dock for gas, diesel, and propane; as well as a reload shed for the transfer of wood products.

BCR's RDCs are being remodelled to become accessible to wheelchair passengers. Special aisle-width chairs are carried on board, while the passenger's chair is stowed in the luggage area. The new chairs are designed to permit movement in the aisles, as well as into accessible washrooms.

"Narrow Margin", the motion picture starring Gene Hackman which was filmed on BC Rail, is doing rather well at the box office. The movie was shot using a "VIA" consist.

The appearance of BCR SD40-2s on CN trackage is continuing. BCR motive power was frequently noted in transfer service during October between Thornton Yard, Sapperton, and Lynn Creek. This operation is apparently being done to repay CN for the use of its locomotives on coal trains between Prince George and the Tumbler Ridge branchline.

During the thirteen day closure of the Squamish Highway (due to a rockslide), BCR scheduled additional train service to help transport people around the obstruction. Twice daily service was operated between North Vancouver and Whistler.

BCR's Alco/MLW M630s slated for trade-in for new Dash 8-40CMs are disappearing quickly. Diesels 701, 713, 714, 718, 725, 727, 729 and 730 were shipped to Montreal, and onward to Erie, PA. Units which went directly to Erie were 703, 704, 705, 708, 709, 712, 716, 722, 724, and 728. Locomotives 712 and 724 were used for test loading at the factory. It is expected that all units will eventually be sent to Mexico.

DECAL UPDATE

Andy Barber

At last, someone has answered the cries of the post-1980 BC Rail modeler. Andy W. Scale Models has recently released a decal set that is sure to "wow" even the most critical among us.

Contents of the set includes:

- "BC Rail" logos in red, white & blue (various sizes)
- "BC Rail" logos in blue only
- "BC Rail Intermodal" for trailer units
- "British Columbia Railway" logos in blue, w/ red underlining for "British" & "Columbia"
- "BC Rail" diamonds for green livery RDC units
- "RCL" markings in blue
- prototypically correct fire extinguisher markings (white symbol within a red circle)
- the BC provincial flag. Colour is red, white, blue & yellow.
- "Danger-600 volts" markings. White lettering on a red square.
- prototypically correct electrical hazard markings (for roof placement)
- an assortment of numbers in blue
- "Expo 86" logo in white & black
- various sized "BC Rail" logos (white only) for rolling stock
- "BC Rail" in block style (white)
- side and end numbers (white) for rolling stock
- diagonal stripes (white) for loco noses
- "British Columbia Railway" lettering (white) for rolling stock
- BC Rail "dogwood" (white)

There is enough material herein to decorate at least four locomotives (plus a variety of other motive power and rolling stock). Printing quality is very good.

The set retails for \$10.00 Canadian. Contact Andy Wegmuller at: Andy W. Scale Models, 7706 Windsor Street, Vancouver, BC, V5X 4A5. Phone: (604) 325 1869.

Procor logo decals, including the Marine Industries builder's logo, are now available. This set can be used to model the BC Rail (leased from Procor) one hundred-ton sulphur and coal cars. Contact Hal Kinsey at: Central Hobbies, 2835 Grandview Highway, Vancouver, BC, V5M 2E1. Phone: (604) 431 0771. FAX: (604) 431 9855.

CAR SHOP

In issue two a reader asked about freight cars bearing the markings for Mountain Pine Lumber Company. Richard Yaremko advises that there were four types of cars:

- MPTX forty foot plug door, 2200 series, leased from Procor Ltd.
- MPLX fifty foot plug door, 1000 series, leased from GE Railcar (formerly North American).
- MRCX sixty foot plug door, 100-145 series, leased from ITEL.
Cars were built by Evans Car. (Same as BCIT 800500 series.
See Railroad Model Journal, Nov. 90/pg. 53 for photo.)
- USEX fifty-five foot single plug door, 2001-2036 series. Built by Evans, leased from ITEL.

The boarding marks request that the cars be returned to BCR at North Vancouver. Herald King decal set PR-34 is appropriate.

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Can any reader provide details on a series of light blue, fifty foot outside-post boxcars seen within the consists of BCR freights? Cars are untitled, carry reporting marks "NOKL", and are numbered in a 88300 series.

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Also from our last issue was an inquiry pertaining to the "split" within the numbering series for the PGE covered hopper. Grg Kennelly wrote to say that the "split" is between cars 2115 and 2116. The lower numbered cars were built by National Steel Car, and delivered in June, 1962. The higher numbered cars were manufactured by Marine Industries, and delivered in December 1962.

The West Coast Railway Association, operator of the Squamish Railroad Museum, is currently promoting a fund drive to raise money to assume the lease of former PGE diesel 551. This engine is a General Electric 65' center cab, built in 1948. The museum's roster includes former PGE RS-3 561 and PGE caboose 1817. The latter item was converted from a boxcar by the Squamish shops. For additional information about the Museum, and it's fund drive, contact Grant Ferguson, WCRA, POB 2790, Vancouver, BC V6B 3X2.

WAYBILLS

David Barone (POB 891, Lombard, Illinois 60148) has two Overland Models HO scale BCR SD40-2 engines for sale. Both units are painted in the two tone green, as delivered color scheme. A number of detail parts have been added. Asking price is \$345US per engine or \$625US for the pair.

George Melvin (Route 1, Box 3150, Gardiner, Maine 04345) has available a number of BCR slides and prints available. The listing includes a number of non-revenue subjects.

Modeling PGE Covered Hoppers

Richard Yaremko

Last year I purchased one of the Canadian Pacific versions of the Overland Models HO scale covered hopper. It was my intent to use this as a springboard for the modeling of a prototypically correct PGE version. Since that time, Overland Models has released their model #3218 which is an accurate PGE version.

These PGE covered hoppers appeared in the 2101-2125 series. Overland is incorrect in their statement that their model #3218 is appropriate for the entire series. Point of fact being that two distinct versions appear within the 2101-2125 series. Between 2115 and 2116 the prototype construction changed from rivited sides to welded sides. The former cars were delivered in a red lettering scheme, while the latter came with black lettering.

Spotting features of the 2101-2115 subseries:

- rivited sides and roof line
- rivited seam on end slope sheet
- in addition to having red lettering; cars 2101, 2104, 2107, and 2111 onward appeared in the white/black map herald scheme

Spotting features of the 2116-2125 subseries:

- welded sides
- rivit row along the bottom edge of car sides
- in addition to having black lettering, cars 2119 onward appeared in the white/black map herald scheme

Note: car 2103 also appeared in the BCR scheme, white British Columbia Railway lettering, black reporting marks and dimensional data, and standard dogwood flower herald.

Modeling info:

Cars were painted using Accupaint "Erie Lackawanna Grey".

To letter either the red car or map herald car some license must be taken to have the color of the dimensional data match the other lettering.

For the "red lettered" lower series, lettering, reporting marks and numbers come from Champ set L109 (Modern Gothic 3/32"). Each character must be applied individually. The dimensional data was taken from Champ set HC436 (CN Jumbo Covered Hopper).

For the higher series, reporting marks and numbering came from Champ set L73 (Bold Gothic 7/64"). Each character must be applied individually. The map herald was created from Ken Griffith's set F-1 (PGE 50' Box BC Map). After painting the car grey, cut out your decal and "dry" position it. Using a pencil, outline an area slightly smaller than the herald. Mask the surrounding area off and paint this small portion black. When this area is dry, apply the decal. The black border around the top portion of the map was cut from Champ S53 (1" black stripe).

The dimensional data was taken from Champ set HR58 (CN aluminum refrigerator). The dividing lines were again utilized from Champ set S53.

Overland had a small run of map herald decals produced. Additional info on these can be obtained through Arnt Gerritsen (211 Scarborough Court, Valpariso, Indiana 46383).

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LOGOS of the Pacific Great Eastern Railway

by
Greg M. Kennelly

A few years ago, I wrote an article on the history of the logos of the Pacific Great Eastern Railway and the British Columbia Railway which was published in the Sept-Oct 1986 and Nov-Dec 1986 issues of BC Rail's employee newsletter, the "*Coupler*". As a result of that article, a number of former employees of the Railway have provided me with further information on some of the early logos. I have used that information to expand the original material into the current article, which I hope will be of interest to readers of "*The Cariboo*". For the benefit of the PGE or BCR modellers among us, I have tried to indicate which logos are currently available as decals or dry transfers.



The earliest PGE logo for which photographs have come to light is the diamond-shaped one shown at the left, which appears in early views of the steam tug "*Point Ellice*". Norm Gidney's September 19, 1929 photo is the earliest dated record and the tug carried this logo until sometime in the early 1950s. Ed Aldridge, a retired PGE machinist, and Fred Barnfield, retired Paint Shop Foreman, believe that this logo was designed by Don Davis, who was Paint Shop Foreman when Mr. Barnfield began his apprenticeship about 1930. Although the tug "*Point Ellice*" is the only documented use of this logo, Conductor Gordon Johnston found two metal stencils for it when the old Williams Lake freight shed was demolished. The logo produced by the stencils measured 33½" wide by 40" high and a scene in the circa 1947 PGE promotional film "*Rails to Romance*" shows the colours to be medium-dark green lines on a white background. If, indeed, the "*Point Ellice*" was the only piece of equipment to carry this logo, why were the stencils in Williams Lake?



Around 1934, a second diamond-shaped logo was introduced and appeared in at least two versions. The unshaded variation appears in an undated photograph of steam crane # 6071 taken at Squamish by Ernie Plant, and was most likely white on the black carbody. The shaded



version shown at the left was used on refrigerator cars #s 801 - 806 during the 1935 - 1946 period at least. The late Charles Bates (Maintenance of Way Engineer, later Chief Engineer) photographed three of the reefers (#s 801 - 803) with this logo in February 1935, while Ernie Plant took photographs in the mid- to late-1940s showing it on cars #s 804 - 806. Ed Aldridge and Fred Barnfield describe this version as being black, vermillion and ultramarine on the yellow refrigerators. Wilf McAbee, retired carman, agrees with this description and says the colours were verified for him by the late Eric P. Stathers, Car Shop Foreman who joined the Railway in 1929 and retired in 1965 as Supervisor of Car Equipment. Mr. McAbee states that Mr. Stathers told him the reefers were the only cars to carry this logo. Notwithstanding this, photographs by Ernie Plant in 1943, Will Whittaker in 1947 and Stan Styles in 1951 show either an all-white or a white and yellow version of the logo on Engineering Department Combination Coach # 16. Ernie Plant describes this application as a white logo on a green car.



About the same time as the "square diamond" logo was introduced for rolling stock, a circular "corporate" logo appeared on such items as Company passes, dining car menus, etc. I have seen no evidence of its use on rolling stock. The 1935 pass is the earliest application I have seen. When used on dining and cafe car menus, the double border was generally replaced by a single narrow one.



In 1945, with the anticipated delivery of the first new locomotives since 1920, the Railway held a contest for the design of a new logo. The winner of the \$10 prize for the chosen entry was Ed Aldridge. Mr. Aldridge's design used a circular banner containing the Railway's name surrounding a scene of mountains and a lake, with the motto "*Scenery & Service*". In a letter to Mr. Aldridge dated June 15, 1945, Mr. W.H. Tobey, General Manager, said they had changed the design in the circle to something "considered more emblematic of the district through which the Railway passes" - i.e. the caribou! Although Mr. Aldridge's design was never used as a PGE logo, it probably served as the inspiration for this scene, which decorated the centre of the PGE's dinner plates.



Although the winner of the Railway's logo design contest was not notified until June 1945, the first of the PGE's famous caribou logos was applied to the new Mikado-type locomotives delivered by Canadian Locomotive Company in the second quarter of that year. The artwork for this early caribou logo was quite different from the later versions. The logo at the left is taken from Will Whittaker's 1946 photograph of Caboose # 1802. Similar versions are known to have been applied to Mikados 57, 160 & 161, a few other cabooses and several passenger cars, including gas car # 102. In general, the caribou head faced forward (i.e. there were Right Hand and Left Hand versions of the logo) on locomotives, cabooses, named passenger cars and other single-ended equipment. There were, however, exceptions so check photographs to be sure when lettering models. The proportions of the logo depended on the application; on locomotives and cabooses, the logo had an outer diameter of 42" and an inner diameter of 21" (what I designate a 42/21 logo) while on the passenger cars it was 24" outside diameter and 14" inside diameter (a 24/14 logo). By mid-1946, the caribou in the logo had been altered and this logo was gradually phased out. There are no known decals or dry transfers for this particular version of the caribou logo.



The caribou first appeared as a "corporate" logo on the September 30, 1946 public timetable. For this purpose, it was shown in full profile and the style of the drawing was almost identical to that used on the reverse of the Canadian 25¢ coin. The typeface used for the Railway's name was changed from the very light style in the upper illustration to the more familiar bold style sometime between May 31 and September 26, 1948. This version of the caribou logo continued to be used on the front cover of public timetables except #s 73C & 73L until June 7, 1964 when the Railway's initials replaced it. Even after being removed from the front cover, the caribou continued to be used as a corporate logo on the back cover of public timetables until the BC map logo took over on January 19, 1966. With the exception of the tail signs on business cars, this particular logo was never used on rolling stock. If anyone has any old *Pacific Pike* HO-scale decals left from the 1960s, this is the logo used on them.

GREG. WILL SEND ME

1) ARTWORK

2) GREEN COLORED

3) DRAUGHTS ONLY

4) LETTERING ART WORK

(ONE GREEN COLORED)



In mid-1946, the caribou logo applied to rolling stock underwent a change and emerged with the familiar full profile of the animal. The tracing at the left is from the builder's photograph of Mikado # 163 and shows the proportions of a 42/21 logo. With variations - notably in the treatment of the shading applied to the back of the neck and the chest bib - this logo was applied to equipment through the 1950s. I am aware of its application in a 42/21 size on steam locomotives, cranes and house cars, a 28/14 size on the GE 65 Ton diesel and the early paint schemes for the GE 70 Ton diesels, and in a 24/14 size on passenger cars, later diesels, gondolas, stock cars and other outside-braced equipment. This is the logo represented by most of the C-D-S caribou sets, e.g. #s 13, 86, 89, 90, 123, & 191. Some early copies of sets 13 and 86 use a 36" diameter logo. I am unaware of this size being used on the Railway, so check photographs and substitute logos from other sets if needed.



In 1947, a 24/14 Roman lettering version of the caribou logo was introduced for use on passenger cars. Sleeping Cars "Anderson Lake", "Seton Lake", and "Williams Lake", purchased in 1947, are believed to be the first cars lettered in the Roman style. "Dining Car 653", also purchased in 1947, originally received the former Gothic style lettering and logo. The logo at the left was traced from Sleeping Car "Clinton" at Snoqualmie Falls, Washington in 1973 and is the version used for C-D-S sets 472 & 473.



With the completion of the Howe Sound extension from Squamish to North Vancouver in 1956, "Canada's Most Modern Railway" unveiled a new "corporate" logo. This new logo retained the profile of the caribou but saw the circular border change to an oval. Used extensively in newspaper advertisements and advertising brochures of the time, this is another logo which was not used on equipment. On public timetables, it survived for a relatively short period. Timetables 73C and 73L received the new logo, but by Timetable 75 the 1948 version shown earlier had been reinstated.

When I first decided to model BC Rail I figured it wouldn't be too tough, after all, most of the equipment I needed was available, or so I thought. After further research I realized the only way to get an accurate model of a BC Rail chip hopper would be to scratch build it.

I built my cars out of styrene, it is easy to work with and available at most local hobby shops. I recommend building several of the cars at the same time, this way you only have to set up a cutting jig once to cut several of each part. A Northwest Shortline Chopper is a must for this project, it will save you hours of measuring and cutting. One last suggestion, take your time, in the end you will be rewarded with a fleet of great looking chip cars.

After researching the different car styles, I decided to model a car from the 90441-90840 series. These cars were built in 1975 by BC Rail at the Squamish Shops and are typical of the modern BC Rail Wood Chip hopper.

I started the project by cutting out the car sides and ends from a sheet of Evergreen .040 styrene. The two sides should be cut to 61-6". The height should be 11-8". Due to the trucks not being an equidistant from each end, it is very important to mark the car sides left and right. I also marked the door and brake ends on each piece. This will serve as a reference when you do the final assembly later on.

The next step is to cut and glue a 4"x 6" top chord to each of the car sides. This mounts flush at the door end but extends about 6" beyond the brake end (this will get trimmed later). Another piece of 4"x 6" material is used to make the vertical rib that frames the door end, again mount this flush with the car end and extend it about 6" beyond the bottom of the car.

All the remaining vertical ribs are made out of 4"x 4" strips of styrene. To speed up the project I set the stop on my chopper and cut all the pieces in about five minutes. You will need 8 ribs (4 per side) that are 6" longer than the others. These extend below the car sides and cover the I beams that are part of the floor. When installing the ribs it is very important to keep everything SQUARE and note that the ribs are not located an equal distance apart, the attached drawing is to scale and should be used for the rib placement.

The floor is cut from a piece of .080 styrene. It is 61-6" long and is 9-6" wide. Again be sure to mark the door end. The center sill is made from a piece of Plastruct $\frac{1}{4}$ " I beam material. To get the proper U shape remove the sides on one side of the I beam (see detail drawing). Before mounting the center sill you will need to build the two bolsters.

I made my truck bolsters out of 3 pieces of styrene. The first piece is cut out of .060 stock and should be 2' wide by 9'-6" long. The second layer is the same width and thickness, but only 6'-6" and is glued on center to the first piece. The final piece is made from .040 styrene and is 2' by 2'-3" and

glued on center. After the glue dries I tapered the center section with a small file, it is important to do this to ensure the trucks swivel freely you should also drill the holes for the trucks and couplers at this time.

Next glue the bolsters to the underframe. The center sill should be cut to fit snugly between the bolsters and installed at this time. Finish off the center sill by glueing a 2"x 6" strip to the top of the sill. Also glue the 2"x 6" strips that run down the length of the underframe. Add the 8" I beams and 6" angle iron braces now.

Carefully attach the sides to the underframe making sure to keep everything square. The sides mount flush with the bottom of the underframe. The Brake end should be flush with the end of the underframe, while the door end should extend beyond the underframe. The door and trim plate will eventually cover this area.

The Brake end of the car is cut from a piece of .040 stock and is 10' wide by 11'-6" high. This end piece is glued to the sides and covers everything like a cap. The sides and top should be flush with the end. The brake wheel assembly is Cal Scale part 190-351 and is mounted on a small pad. There is a small platform mounted under the brake wheel, as well as a .020 piece of wire that runs from one ladder to the other (refer to drawing).

The door end of the car is also made out of .040 stock but is different as the door should fit into the opening and allowed to swing open like a dump truck door. If you are building a contest quality car the door can be made to open by utilizing working door hinges. If you need a large quantity of cars I recommend non operational doors. The hinges are made from .015 stock and mounted on the top header. I used nut and bolt castings from Details Associates to represent the hinge detail. The door is held closed by removable pins that are wedged into pin pockets at the bottom of the door, these are made out of .010 brass sheet that is cut and bent into a square pocket, the pins are styrene.

The end skirting .010 on the door end is cut to fit around the coupler pockets and should be installed before mounting the pin pockets. I made all of the ladders out of 4"x 4" plastruct angle, the rungs are .020 wire. I made my stirrups from brass flat wire, but commercial parts are available. The shaker plates and logo plates are made from .010 material and located per the drawing.

The top of the car is strengthened by several cross braces and gussets. The cross braces are 4"x 4" and the gussets are cut from .015 material. The corner gusset is also made from the same material and it supports a .020 wire grab iron. A 4"x 6" top brace runs around the interior of the car flush with the top.

That should finish up the basic construction of the car. I did not include any of the brake rigging under the car because I am not sure how it is run. I hope to make a trip up north this winter and get that information, when I do I will pass it along. When it comes to detailing the car I recommend using photo's, This article only covers the basic car, I have seen several different variations due to rebuildings and

When it comes to painting the car I know of several different paint schemes that are currently being used. The car was originally painted light green with the large Dogwood logo and name spelled out on the logo plate. The light green is close to Scalecoat Weyerhaeuser Green and the decals are made by CDS. In 1984 BC Rail began removing the logo plates leaving only the cars reporting marks and a large rust colored rectangle where the plate was. (As a side note, when the logo plate is removed from some of the old PGE cars that were repainted into the green, part of the old PGE logo shows up, making for an interesting weathering project). Also in 1984 the cars were being painted into the solid dark green with only reporting marks and no logo plate. The current paint scheme is still the dark forest green but with a small BC Rail logo (the current stylized logo) painted in white on the side. I have heard a rumor that BC Rail might be changing from the dark green to the dark blue currently being used on the locomotives and the Budd cars. If this comes to pass look for another paint scheme on these unusual cars.

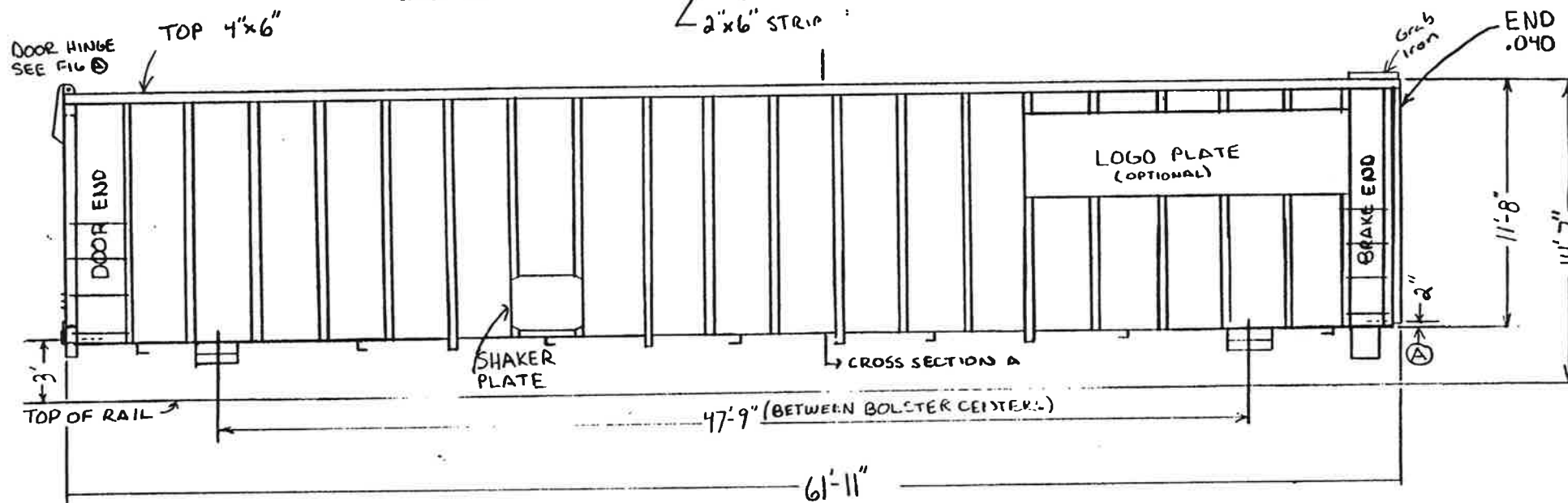
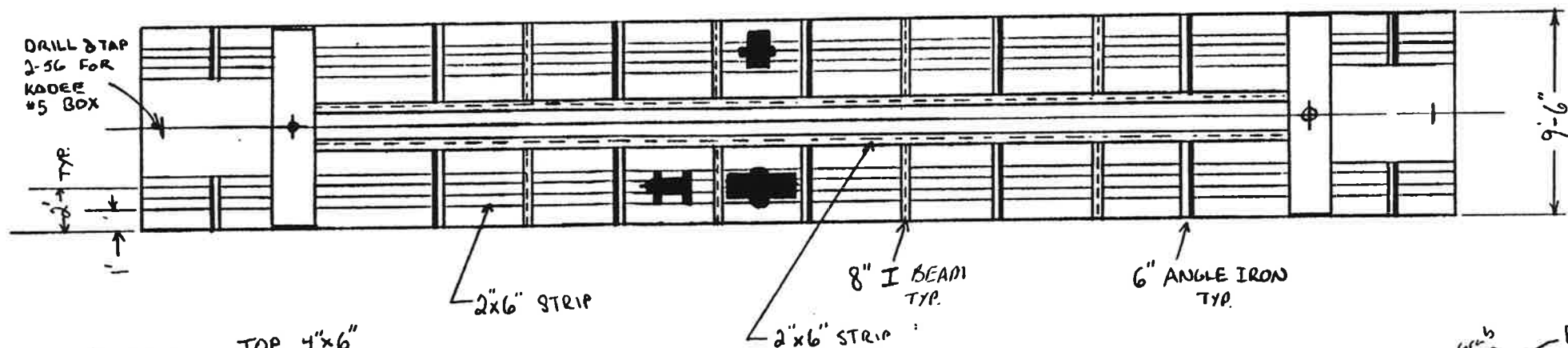
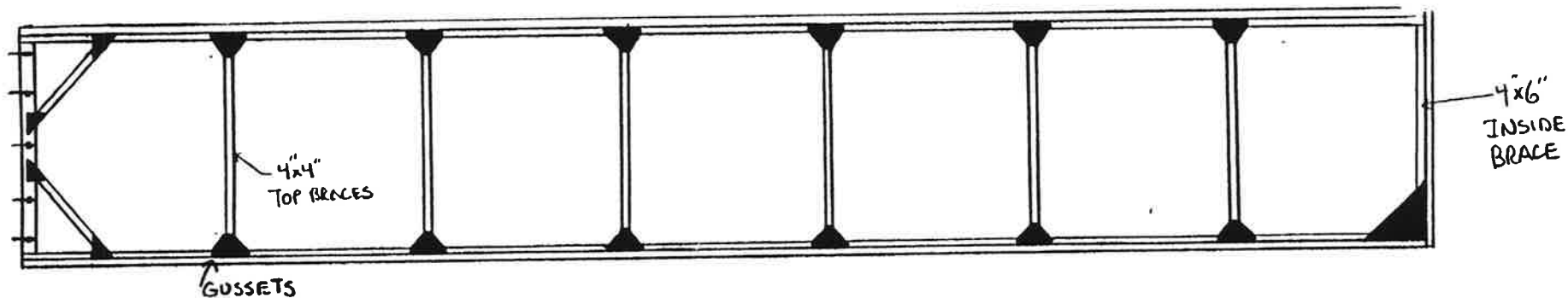
Well that's all for now, I hope you found the article helpful. If you come across any problems or have any information that I can use on future cars please drop me a note, I am always looking for ways to improve my equipment.

Parts List:

Evergreen styrene sheets: (1 pkg each) .010, .015, .040, .060, .080
Evergreen styrene stock: (HO scale) (1 pkg each) 2" x 6", 4" x 4", 4" x 6"
Plastruct (HO scale): 8" I-beam (3), 6" angle iron (3), 1/4" I-beam (1)
Brass wire (.020) for steps and grab irons
Brass shim stock (.010) (1 sheet)
Cal Scale #351 brake wheel set (1)
Trucks and couplers
CDS transfers (#238)
Underframe details (optional)
Solvent-type cement
Detail Associates freight car stirup steps (optional)

EDITOR'S NOTE: See Railroad Model Craftsman (January 1991, pg. 130) for a review of N scale woodchip gondola conversion kit.

WANTED: To complete the artwork for a decal/dry transfer set for the old orange and green PGE scheme on the MLW diesels, I need clear photographs (b&w or colour prints or slides) showing the type style used for the following digits: 0,2,3,4,7,8. Otherwise, the artwork for the set is ready to go! Photos should be nearly square-on emphasizing the cab side. I will reimburse your costs, but please contact me to confirm current needs before having prints made up. Greg M. Kennelly, 7739 Gray Avenue, Burnaby, B.C., CANADA V5J 3Z7. (Phone 604-437-3499 evenings, except Friday, before 10 PM Pacific Standard Time)

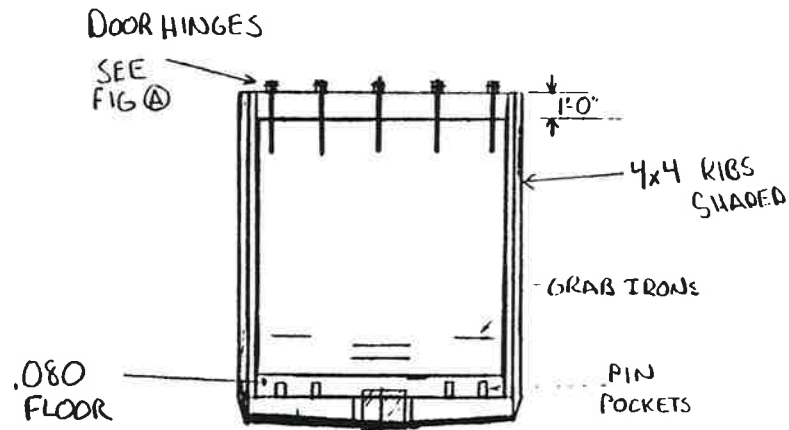


BCOL 90441-90440 CHIP HOPPER

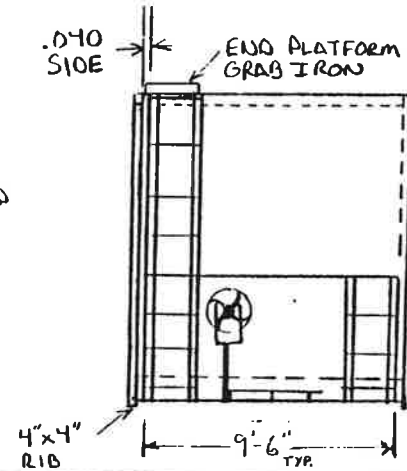
DRAWN BY:
DAVID BARQUE
10-1 2, 1/87 SCALE

BCOL 90441-90840 DETAILS

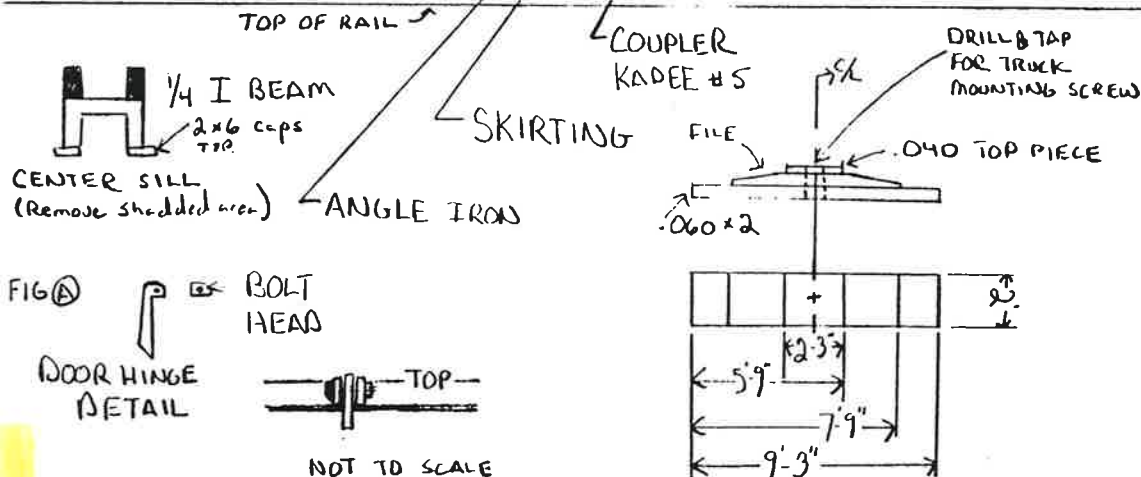
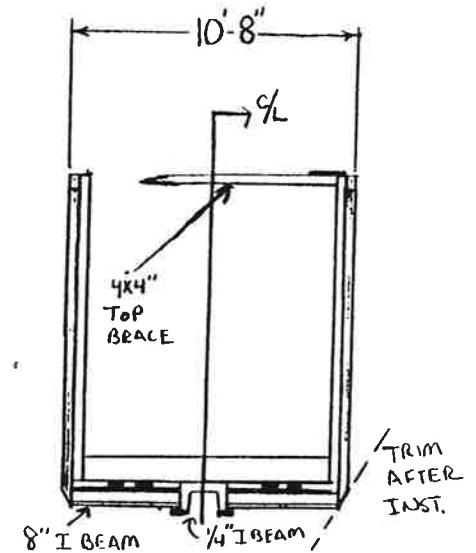
DOOR END



BRAKE END



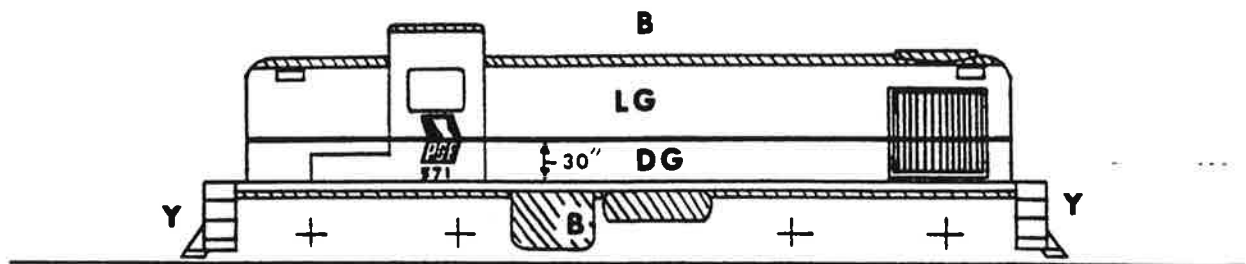
CROSS SECTION A



(Outside) PROTOTYPE DIM. (Inside)

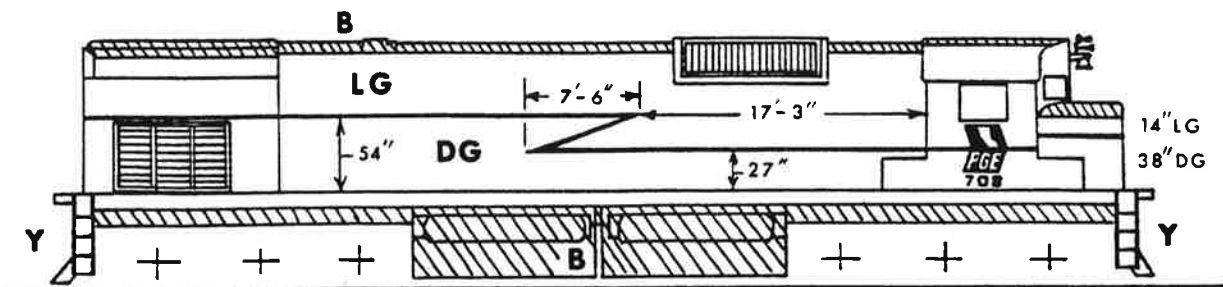
Height Ext 14'-6 3/4"	Length In. 60'-11 1/2"
Width Ext. 10'-8"	Width In. 9'-10 1/4"
Floor to Rail 2'-6"	Height In 10'-8 3/4"
Coupled length 65'-9"	Doorway Ht. 9'-8 3/4"
Over End Sills 61'-11"	Doorway width 9'-10 1/4"
Truck Centers 47'-9"	
DRAWN BY: DAVID BARONE 10-10-90 1/8" SCALE	

Dimensions as on units 571 and 708. Floquil mixes matched to PGE paint samples obtained by Dave Simpson and Ken Griffiths.



MLW RS-3 1600 HP Road Class: RS-16 Road Numbers: 561-578 inclusive

Not all units appeared in this colour scheme.



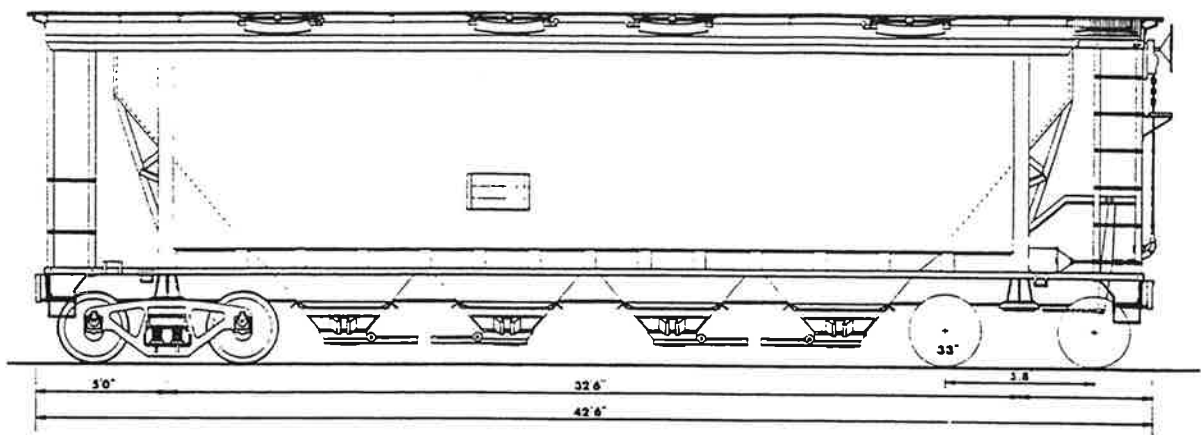
MLW M-630 3000 HP (Century 630)

Road Class: RS-30

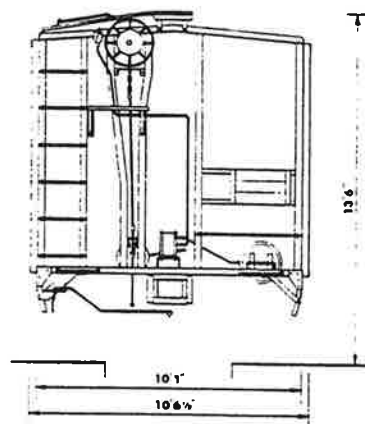
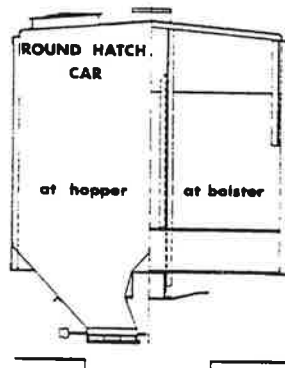
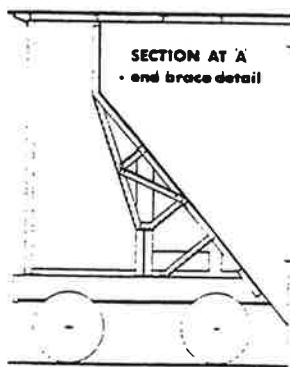
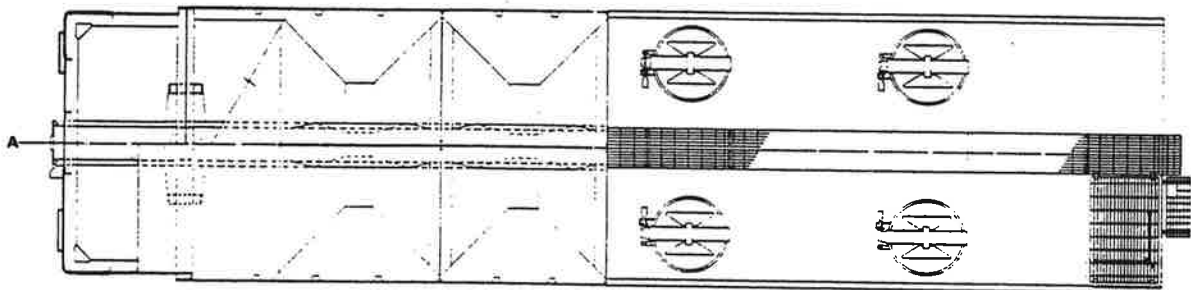
Road Numbers: 705-716 as shown*
717-722 BCR scheme

* 701-704 have the long-hood end stripe positioned slightly lower

Colour	Area	Floquil Mix
light green (LG)	upper sides as shown	RR11 Reefer White 1 part RR12 Reefer Grey 3 parts RR41 Lt Green 3 parts RR48 Coach Green 3 parts
dark green (DG)	lower sides, frame	RR10 Black 1 part RR31 Reefer Yellow 1 part RR40 Dk Green 4 parts
yellow (Y)	handrails, steps, pilot end panels, grab irons	RR30 Reefer Orange 1 part RR31 Reefer Yellow 11 parts
black (B)	underbody, trucks, top of hoods, cab roof to width of hood, top of nose on low-hood units	
white (W)	2" striping, herald, numbers	



HO SCALE



Drawings by Wayne Wagner. Reprinted from Railmodel Magazine, January 1971.

CUSTOM DECAL PROJECT

"The Cariboo" is investigating the custom preparation of a series of PGE decals. The proposed sets are not presently available commercially. Printing would be done by a well established firm.

The order in which the sets are made will be determined by reader input. If you are intersted in participating in this project, please review the listing below. Then send a \$2.00US deposit (payable to Jim Moore) for each set reserved prior to February 1, 1991. Deposits for sets not selected for printing will be refunded. Delivery will be made on a first-come basis. Additional info on release dates will appear in "The Cariboo".

- Group A: Dark green cariboo herald & numbers for orange carbody. GE 65T.
Orange lettering for inverted GN scheme. GE70T.
- Group B: Green cariboo herald, orange numbers & lettering for inverted GN scheme.
Small orange "map" and numbers for cab, for dark green carbody w/ orange ends & cab faces.
Orange lettering for inverted GN scheme.
Green stripes (for long hoods).
RS3, RSC3, RSD17, and RS18.
- Group C: Orange lettering, numbers and cariboo herald for dk green carbody.
Orange stripes (for low nose units).
Orange "map" herald and numbers for dk green carbody.
RS18 and S13.
- Group D: B/W "map" herald. Black numbers, dimensional data and "Insulated Heat" markings. NSC 50 ribbed, insulated box w/plug doors. Series 8021-8030.
- Group E: Orange "map" herald, orange & green dimensional lettering and numbers. Pig trailer, series 506700-755.
- Group F: White "map" herald, numbers and dimensional data. 50' plug door boxcar (boxcar red). Series 4500.

UPDATE: Bulkhead Flatcar

Richard Yaremko

In the October issue of Railroad Model Craftman there appeared an article by Keith MacCauley which presented both prototype and modeling information on the fifty-two foot bulkhead flat car. Here is some further information on the cars specific to PGE/BCR.

It was the PGE, not the BCR, that placed the line's initial order for these cars. PGE received the first units, with additional cars coming after the name change. According to the January 1972 edition of The Official Railway Equipment Register, the PGE owned:

--PGE 1000-1149 series, built in June 1971. 55'0" between bulkheads. All cars delivered in dark green paint with white lettering.

--PGER 16000-16149 series, built in October 1971. 55'0" between bulkheads. These cars came with light green bulkheads and dark green bodies, with white lettering. Cars were marked "FOR INTERNATIONAL SERVICE ONLY".

For those readers interested in modeling the bulkhead flats for BCR, the following painting data applies:

- BCIT 816000 & 818000 series, carbody all dark green
- BCIT 18135, carbody all dark green
- BCOL 18300 & 18400 series, carbody all dark green
- BCOL 16000 series, dark green body with light green bulkheads
- BCIT 817546, carbody all light green
- BCOL 17004, carbody all light green

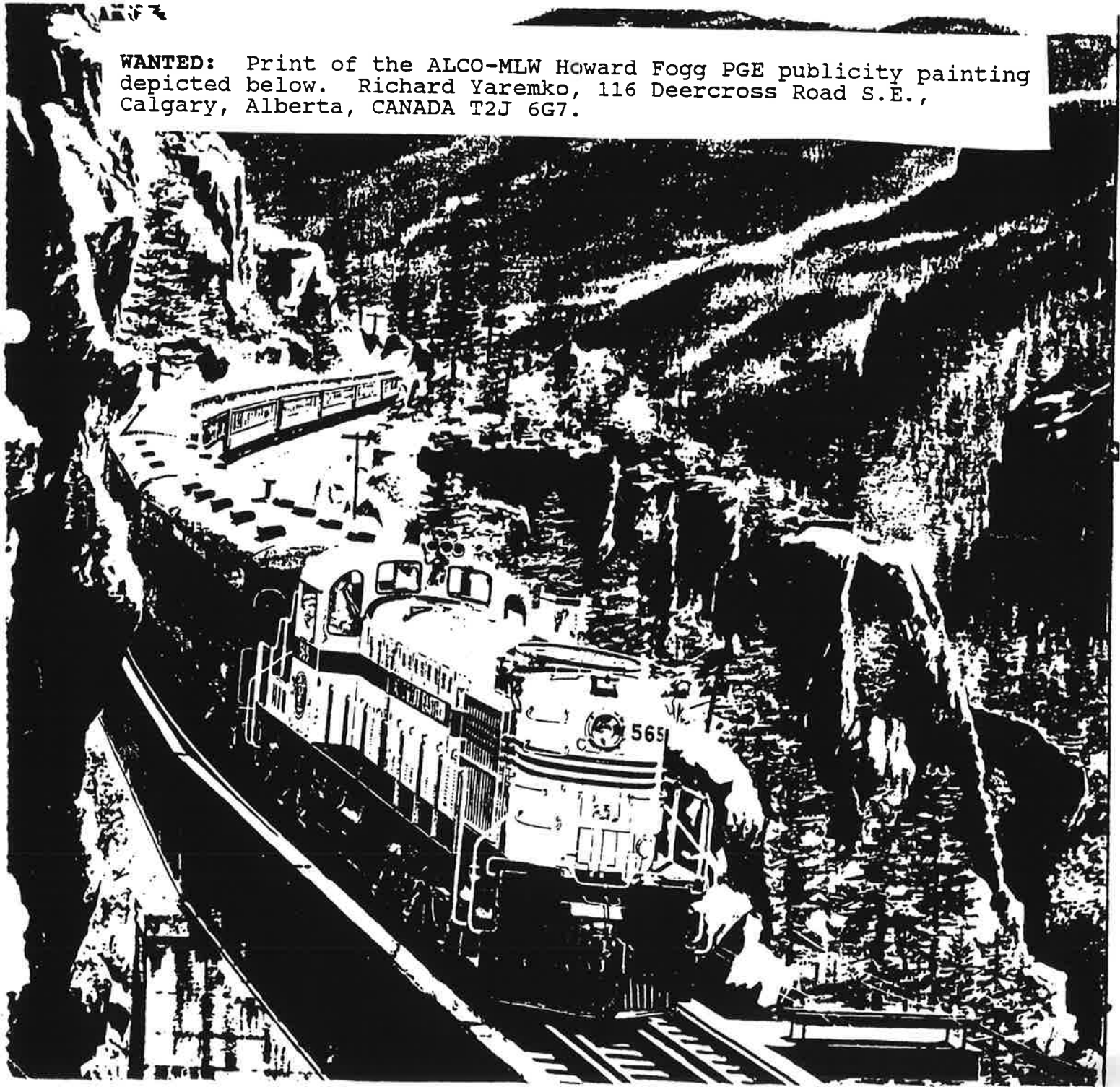
Cars in the 18400 series were built by Railwest Manufacturing Company, which was a BCR subsidiary. Their former plant is now the BC Rail car shop at Squamish.

In 1988, the BCR initiated a refitting program at it's Squamish shops. The goal of this project was the conversion of these flats into a home-grown version of the center beam car. The resulting cars were painted dark green with white "BC Rail" lettering.

Additionally, at least two lumber mills located on the BCR also operated versions of the fifty-two foot bulkhead flats. Triangle Pacific cars were painted a solid orange with black lettering (ie. TPFX 51394). Finlay Forest Products (MacKenzie, BC) had cars in at least two different color schemes. NAFX 53128 & NAFX 53132 appeared in a solid orange scheme, while FFIX 173029 was painted a color similar to BCR dark green. Both mills leased their bulkhead flats from North American (now GE Railcar).

CDS offers set 256 (BCIT 16338-17449) and set 255 (BCOL 16000-16149). Be aware of discrepancies between prototype length and dimensions printed on the transfers.

WANTED: Print of the ALCO-MLW Howard Fogg PGE publicity painting depicted below. Richard Yaremko, 116 Deercross Road S.E., Calgary, Alberta, CANADA T2J 6G7.



PGE/BCR LEASED MOTIVE POWER (Part 2) Paul J. Smith

Lessor	Road#	Model	From	To
Canadian Pacific	8745	RS-18	7.76	12.76
	8746	RS-18	7.76	12.76
	8747	RS-18	7.76	12.76
	8748	RS-18	7.76	12.76
	8749	RS-18	7.76	12.76
	8750	RS-18	7.76	12.76
	5593	SD40-2	8.86	9.86
	5594	SD40-2	8.86	9.86
	5595	SD40-2	8.86	9.86

Kennecott Copper	101	SD40-2	10.86	12.86
	102	SD40-2	10.86	12.86
	103	SD40-2	10.86	12.86
	104	SD40-2	10.86	12.86
	105	SD40-2	10.86	12.86
	106	SD40-2	10.86	12.86
	107	SD40-2	10.86	12.86

Above on BCR property as of 9.17.86. Purchased in 1987.

Lehigh & Hudson River	25	C420	8.72	
			later purchased as #631	
	26	C420	8.72	
			later purchased as #632	

Mannix Construction	50	RS-1		
	53	RS-1		
	54	RS-1		
	55	RS-1		

Mannix was contractor on Dease Lake extension. Above diesels were "exchanged" for some PGE RS-3s, RS-10s, and RS-18s.

Montreal Loco Works	6612	S-10	7.58	1.59
	6613	S-10	7.58	1.59
	675	RS-27	6.73	1.75
	676	RS-27	6.73	1.75

S-10s ran in CPR colors, and were later delivered to CPR.

Morrison-Knudsen	5001	GP9m	.81	6.81
	5401	C636	9.71	12.71
	5402	C636	9.71	12.71
	5403	C636	9.71	12.71

Units 5401-5403 were "leased" while M-K used PGE diesels for track work.

Oneida & Western	9950	SD40-2	.87	
	9951	SD40-2	.87	
	9952	SD40-2	.87	
	9953	SD40-2	.87	
	9954	SD40-2	.87	
	9955	SD40-2	.87	
	9956	SD40-2	.87	
	9957	SD40-2	.87	

All above units purchased in 1987.

UPDATE: Overland Models

Several items of interest to PGE/BCR modelers have been announced by Overland Models. Unless otherwise noted, all items are HO scale. Available now:

- #1290 International Corp. extended vision caboose with Stanray roof panels. Some of these were purchased second-hand by the BCR in 1985 for work train service.
- #1289 International Corp. extended vision caboose with Pullman Standard roof. Purchased second-hand by the BCR for work train service.
- #5793 L&HR C420 phase II. Purchased by BCR and renumbered 631 and 632.
- #3218 PGE slab side covered hopper, series 2101-2125.

Due late January:

- #5280 BCR C630 #701-704
- #5281 BCR M630 #705-722
- #5282 BCR M630 #723-730 wide cab
- #5354 BCR Dash 8-40CM #4601-4622

Scheduled for release in 1991:

- #5275 BCR M420W #640-647 wide cab
- #5276 BCR M420B #681-688 cabless

Suggested list price for item #5354 is \$523.00 US.

"The Cariboo" is published quarterly for enthusiasts and modelers of the Pacific Great Eastern Railway and successor lines. Sample copies and back issues may be obtained for \$2.50US each (posted to addresses in North America). All editorial contributions are welcome. Send all correspondence to: "Cariboo", 27 Dwight Avenue, Hillcrest, New York 10977-3104, USA.

UPDATE: Maple Leaf Models

Maple Leaf Models' Jim Goldthorpe has advised "The Cariboo" that his firm has relocated to 1390 Lakeshore Road, Salmon Arm, BC V1E 2V7. Their current woodchip car is a CN-style "generic" prototype rather than the specific BCR car which they formerly offered.

Jim is interested in locating a source for a two-part flexible epoxy which can be easily drilled (similar to that used by the Westerfield line of freight car kits). Maple Leaf would like to produce it's line of kits using this material rather than wood.

NEXT ISSUE

- ***a look at the on-line mills of BC Rail
- ***modeling the BCR SD40-2 in N scale
- ***leased motive power survey (part 3)
- ***a listing of PGE/BCR related items in print
- ***a surprise or two

Deadline for issue four is 15 March 91.

