



# The CARIBOO



The British Columbia Railway Historical & Technical Society



Issue 33

August 1998

Lillooet Terminal

Lillooet Station

PGE's North Shore

## IN THE NEWS

Edited by Jim Moore

A former VIA steam generator unit has become the latest addition to the *Pacific Starlight* dinner train. The power car, which was completely refurbished at the North Van steam shop, replaces the former boxcar/power car *Cheakamus River*. Painted solid blue with a black roof, the car features twin Caterpillar diesel generator sets.

The kitchen car *Savoy* has had its generator set removed, and in its place is an industrial dishwasher. Previously all dinnerware was removed upon arrival in North Van, resulting in significant breakage.

A second steam generator unit has been acquired from VIA, to be used as a spare for the *Royal Hudson* service and as the prime unit on charters. SGU #15494 arrived in North Vancouver in early May. (WCRA News) □

Grant Ferguson of the West Coast Railway Association provides an update on our article *The Clinton: Unique Survivor*, which appeared in Issue 32:

"Since arriving at the Heritage Park, the *Clinton* has been kept inside the Car Shop. The car body had been documented and all lettering, heralds, and other markings have been carefully measured and traced to make patterns for future final lettering.

"The car body exterior has been thoroughly wire

### On Our Cover...

The Lillooet station circa 1945. Ron Tuff and Dave Paterson have collaborated on a trio of Lillooet articles beginning on page 6.

Photo courtesy of the Paterson-George Collection.

## The CARIBOO

PUBLISHER: Jim Moore

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

All contributions are welcome. It is helpful if submissions are on 3.5" disk in Microsoft Word (PC format), 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 other illustrations which help reinforce the content of the 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 the Internet. Our address is [transitwiz@aol.com](mailto: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.

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

The British Columbia Railway Historical & Technical Society and the National Model Railroad Association are independent, Not-for-profit organizations who have chosen to affiliate for the mutual benefit of our membership, and are not responsible for the publication and/or actions of the other group.

brushed, de-rusted, and primed as a preventative measure to arrest decay. Recently, the roof covering was removed to more completely investigate work required. The roof tongue-and-groove boards were found to be decayed beyond salvage, and must be completely replaced. Some wood blocking fixed to the steel carlines needs to be replaced before new sheathing can be applied. We are currently sourcing materials and will start on a new roof this summer.

"Considering the many years at Snoqualmie in the open, the car body is in quite good condition. The car did have on-going roof maintenance by Maynard Laing, and this is largely responsible for the fact that the interior is in fairly good shape--nonetheless a big project." □

Carter Cram offers the following on the passing of Dave Wilkie:

"Dave Wilkie was a recognized photographer and gentleman. The class of photographers like Dave has the devotion, passion, and talent in providing the visual resource of the passing railroad scene, like our PGE/BCR operation. Time, place, and equipment change through the years. Photography offers us of yesterday, today, and tomorrow; information, enjoyment, and inspiration. Thank you, Dave Wilkie. And to his family and friends, condolences." □

As a result of the February 13 incident involving four Budd cars, the railway was left with only three cars operational. (Ed. Note: RDC BC-15 was away being reupholstered.) All service north of Lillooet was suspended from February 14 through 25, at which time BC-33, BC-10, and BC-21 were brought south and returned to service. The repair and reentry of BC-31 allowed Prince George service to resume.

BC-15 was observed back in North Vancouver on February 26. The hulk of BC-12 was also spotted in North Van giving up more parts. (Vancouver Province via Glen Etchells, WCRA News) □

BCR Group subsidiary Vancouver Wharves Ltd. has announced plans to spend \$108 million on new port storage and handling facilities, improving service to its customers in the woodpulp, sulphur, and specialty agricultural products businesses.

The investments comprise \$51.2 million to rebuild the North Van port's sulphur handling facilities (including the addition of a loop track) and \$48.9 million for the construction of a new facility dedicated to handling of "agriproducts". A further \$7.9 million will go to expand pulp storage and to replace maintenance facilities.

The decision to rebuild the sulphur facility follows recent agreements with Procor Sulphur Services and Sultran. These agreements call for a total of 1.5 million tons of sulphur to ship annually through Vancouver Wharves, with common handling and storage of the product regardless of origin.

The new 7,000 square metre pulp facility will allow the port to handle an additional 215,000 tons of pulp annually from Edmonton-based Millar Western Pulp, most of which will ship to northern Europe and the Far East by Star Shipping vessels. (BC Rail Carrier) □

Williams Lake yard office and section office are getting some remodeling done by B&B from Squamish. The yard office is getting new desks, floors, and cabinets. The section crew is having its lunch room, bathroom, and locker room remodeled. (BC Rail Coupler) □

Editor Ron Tuff shares news of a quartet of interesting articles: "BC Rail Motive Power" (Rail News, January 1998), "BC Rail's Dash 9-44 CW" (Diesel Era, May/June 1998), "Canada's First Dinner Train" (Canadian Rail Passenger Review, volume one), and "Pacific Great Eastern Trip" (Vintage Rails, July/August 1998) □

Lillooet is girding up for a busy 1998 with new computerized systems at the station, premium tie plates which are very large and fastened with lag bolts, not spikes; and the shop staff working on General Electric engines which have been added to the Motive Power. (BC Rail Coupler) □

The 14<sup>th</sup> Street crossing of BC Rail's line became the temporary station for the inbound Cariboo Prospector on Friday, February 6. A switching mishap at the yard throat blocked access to the yard and the station around 1900 hours. The two Budd cars were met at the crossing by a fleet of taxis. (WCRA News) □

It was an event 20 years in the making. The entire staff of Fibreco Export's North Van office climbed aboard BC Rail's *Pacific Starlight* dinner train for a celebration trip to Porteau Cove, marking 20 years of close business cooperation.

Fibreco was created in the 1970s by B.C.'s interior sawmills as a cooperative venture to find new markets for woodchips. Fibreco Export has 24 member mills and handles in excess of 15,000 carloads of woodchips annually.

Because of improved sawmill efficiency, the woodchip market has changed gradually over the last few years. Fewer softwood (spruce, pine, fir) chips are available from sawmills. However, the demand from coast paper mills in B.C. remains strong, and Fibreco shipments are now supplemented with hardwood chips, principally aspen, from the Peace River district. (BC Rail *Carrier*) □

Two further incidents to report. On March 5, newly rebuilt B36-7 #3613 collided with a loaded lumber truck while southbound at Mile 214.5 Lillooet Sub. The unit and four empty chip cars were derailed.

The Ft. St. James switcher derailed on March 11 near Mile 58.9. A journal had burned off on the second of the 13 derailed log cars. The journal burned off near Mile 55.4 and was dragged to the north switch at Carp, tearing up 500 feet of track and the Carp siding. Power on the train was B36-7s #3610, 7488, 7484, and 3616. (Paul J. Crozier Smith) □

On September 24, the new bridge at Reynolds Creek Mile 554.3 was dedicated to the memory of Bruce Ezekiel. Bruce lost his life in tragic accident on May 31, 1990 while working on a log jam at this site. (BC Rail *Coupler*) □

Vancouver Wharves has begun a major upgrading of its terminal facilities at a cost of approximately \$110 million. A major part will go to the construction of a new sulphur unit train unloading loop, which will handle 104-car trains and reduce unloading time from 10 hours to 4 hours. Also in the package is the addition of a new specialty agricultural products facility and an addition to pulp stage capacity. (WCRA *News*) □

BCRHTSer Ian Bareham has had another feature article "Vancouver Port Update" published in *Model Trains International* (January-February 1998). The 3-page article, which features several black and white photos by Roger Bareham and Laszlo Dora, covers recent developments in the port railway complex, as well as ideas for modeling same. □

BC Rail is weighing sale of its Westel Communications subsidiary. The company, which was formed in 1983 out of the railway's communications and signals department, has investment needs that may best be met through a joint venture, a merger, or a sale of equity. (Vancouver *Province* via Glen Etchells) □

Its as far as you can go from North Vancouver and still be connected by BC Rail - 410 kilometers north of Fort St. John and less than 200 km from the Yukon border. If you traveled the same distance from Vancouver going east, you'd be beyond Regina.

A city of 4,900 people, Fort Nelson sits on the Alaska Highway at mile 300. Equally important to the town, though, is the rail link to the south. Although no scheduled passenger service runs this far north on the BC Rail line, the railway is an important link bringing fuel, materials, and equipment for industry and consumers.

Fort Nelson is a young town; incorporated in 1971, the same year BC Rail reach the community. Its importance to the railway comes from two industries: forest products and natural gas. Slocan Forest Products has two divisions operating in the area - the Tackama division which manufactures sawn lumber, plywood, woodchips, and veneer; and the Polar-board oriented strand board division.

Although BC Rail carries tank cars of liquefied petroleum gas (LPG) to Fort Nelson, it's a bit like shipping oil to Texas. Westcoast Energy's nearby natural gas plant is the biggest in North America, and northwest B.C. has more than 7,300 gas and oil wells already in operation. Estimates put the untapped reserves of natural gas in the region (aka the Western Sedimentary basin) at more than 1,000 billion cubic metres.

In any week, five to seven complete trains leave the yard heading south, with as many as 50 full

cars in each train. One in three of these cars will be carrying woodchips (the Tackama mill alone produces 16 carloads of woodchips a day), while a further 25 percent will be hauling logs.

The remainder of the cars mostly carry OSB, sawn lumber, plywood, and veneers; although the depot also ships more than 1,300 cars of sulphur annually. On the return side, almost 1,200 cars of fuel, materials, and other supplies arrive annually, plus a small number of piggy-back trailers. (BC Rail *Coupler*) □

Roy Smith phoned to say that the Central British Columbia Forestry and Railway Museum (Prince George) obtained the former Takla coach through a donation from BC Rail. Arriving on April 10, the coach will be cosmetically restored, and will become part of the Museum's growing collection of historically significant railway equipment. A former Louisiana Pacific GE 25T diesel was also acquired by the museum last fall. □

#### WCRA News

- BCRHTS member Trevor Mills has been appointed WCRA Archivist effective June 15. We offer him best wishes in his new position.
- Construction of Phase Two of the Heritage Park is presently underway, with a goal of having the site ready by summer 1999 when the WCRA hosts the Association of Railway Museums' convention. The development work is being funded via the *Full Steam Ahead* capital campaign. For further details contact Susan Steen at (604) 681-4403.
- The 1998 season began on May 1 with new artifacts and exhibits. New this year are a diesel locomotive cab exhibit and, by summer, a logging display and a "Rails in the Movies" exhibit. (Victoria *Times-Colonist* via Frank A. Clapp)
- Sunday, May 17 saw the WCRA and the White Rock Museum and Archives joint sponsorship of a sell-out public excursion from North Vancouver to White Rock and return with Royal Hudson #2860. The train traveled along the North Vancouver waterfront, through Canadian National's Lynn

Yard, and over the Second Narrows rail bridge. Emerging in Burnaby, the excursion traced the BNSF mainline through New Westminster, across the Fraser River, and south through Delta - finally chugging up to the pier at White Rock.

- The White Rock station, now home to a Museum and Archives, presently features its new rail exhibit *All Aboard*. The WCRA assisted with this exhibit, which will run through October.
- Railfans can still traverse the wilds of British Columbia by Budd Car, and no one does it better than the WCRA. This year's popular nine-day grand voyage by chartered train departs Saturday, September 12, and covers BC all the way to Fort Nelson, with a host of interesting stops along the way. This all inclusive tour always receives rave reviews. For information and reservations call (800) 722-1233.
- BC Rail has donated Squamish-built bulk-head flatcar BCOL #17745 to the WCRA.

Trivia (courtesy of Ryan D. Cruickshank)

On what date was the Royal Hudson #2860 re-inauguration trip after its restoration for the Squamish service?

June 20, 1974 was the first official run from North Vancouver to Squamish, starting a steam trip that is now about to begin its 25<sup>th</sup> season of operation. Prior to that first run, two runs were made to Coquitlam on June 12, 1974, and to Squamish on June 18, 1974. □

#### BCRHTS Convention Info

Volunteers are currently being sought to assist with the organizing of our Society's second convention. At present, we expect to meet in Prince George, B.C. in August 1999. A full program of events is planned.

To help make this event a reality, volunteers are needed. Contact Andy Barber at 3718 Marine Vista, Cobble Hill, B.C. V0R 1L1

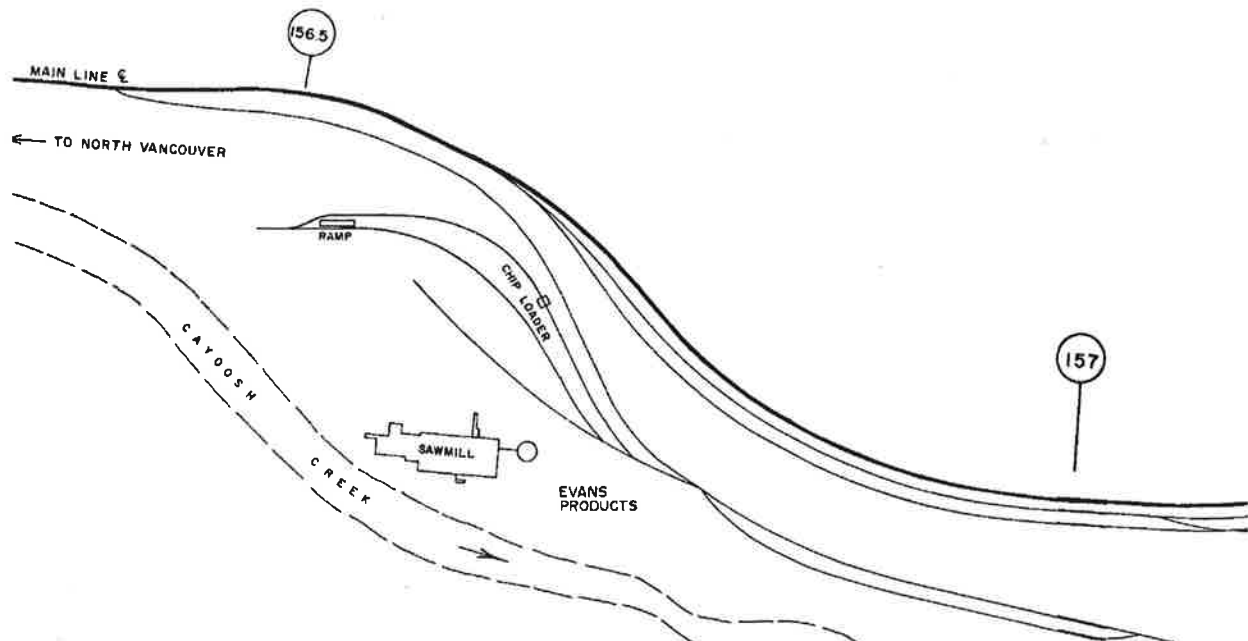
## LILLOOET TERMINAL Ron Tuff

Located in a valley between the Coastal Mountain Range and the Fountain Ridge at 5000 feet, Lillooet is situated at an elevation of 793 feet above sea level. Sunshine predominates, and the semi-arid climate is home to Ponderosa Pine and Sage Brush due to the light precipitation. With irrigation, the soil is fertile and fruits, vegetables, and alpine meadows create natural pastures for livestock.

### TOWN HISTORY

The Hudson Bay Company established Fort Berens on the east side of the Fraser River to serve the fur traders of the Cariboo District. When gold was discovered in 1860, many of the miners from California were attracted to the area, but access into the Fraser Canyon was almost non-existent. By government order, a trail was hacked through the wilderness to reach the site of Cayoosh Village. As the miners arrived and panned the sand bars of the Fraser River, they quickly realized the mother lode was upstream. Another trail was required to reach the new fortunes. Mile Zero on the Cariboo Wagon Road was established in the renamed little boom settlement of Lillooet, on the west side of the Fraser River, and eventually reached Fort Alexander 197 miles to the north.

By 1912, Lillooet was still a bustling community with a least a dozen saloons. As the surveyors for the Pacific Great Eastern approached the town site in February 1914, they decided that land speculators had made the town site too expensive to build a railway terminal. Instead the railway would cross the Fraser River over a timber bridge consisting of a 695-foot approach trestle on the south end, six Howe deck trusses, and a 1110-foot approach trestle on the north end at the mouth of the Seton River, missing Lillooet altogether. This infuriated the townspeople. Regardless, the Pacific Great Eastern reached East Lillooet on February 20, 1915 using borrowed equipment from the Grand Trunk Pacific Railway. As the railway pushed northward, East Lillooet was established as a division point, where a station and four track roundhouse were constructed. By 1918, overnight trains to Cariboo Country stopped to disembark passengers to accommodations at the local hotels.



British Columbia Railway Lillooet Yard diagram reprinted from BC Rail's 1985 *Condensed Profile* #3. The locations of customers such as Evans Products, Pinette & Therrien, and Imperial Oil are indicated.

## THE LILLOOET DIVERSION

Fifteen years later, the railway developed the Lillooet Diversion. The new five and one-half mile route was built from the west shore of Seton Lake, along the Seton River and into downtown. The Engineering Department felt Polley was the only economical place to build a new steel continuous deck truss bridge to replace the wooden trestles. Built in 1931 by the Dominion Bridge Company of Vancouver, it boasted a 600-foot span, 240 feet above the Fraser River. The track curved off each end at twelve degrees across an 80-foot deck plate girder approach on the south end, plus 60-foot and 80-foot deck plate girder approach bridges at the north end.

A new, two-storey Lillooet depot was also constructed in 1931, on a very limited budget, to house the divisional offices and the agent's family. The four-stall steam-heated roundhouse originally located in East Lillooet was dismantled and reassembled board-by-board after the line relocation. To conserve cash, no turntable was installed. Additional locomotive servicing facilities were located adjacent to the north leg of the wye and roundhouse, including an enclosed 40,000 gallon octagonal water tower, a 25,000 gallon concrete fuel oil bunker, an elevated, steel fuel oil tank, and sand tower. Other structures in the immediate area included a 150-ton capacity ice house, speeder sheds, a carman's toolhouse, trainman's bunkhouse and the section foreman's house. On the west side of the mainline, adjacent to the station, were an engineman's bunkhouse, a small freight shed with an elevated ramp to load automobiles onto flat cars, as well as homes for the roadmaster and supervisor of communications.

Over the years, Lillooet has also been home to several local industries such as Lillooet Packers Cannery and an Imperial Oil distributor north of the station. Adjacent to the south leg of the wye, Pinette & Therrien operated a log transfer, and cattle pens were constructed to ship livestock to Vancouver. The largest industry was established by Evans Products, on the flats above Cayoosh Creek. This modern sawmill operation was sold to Ainsworth Lumber in the late 1980's, and today ships a significant number of woodchip and dimensional lumber loads. The railway also operates a rip track on the site of the old roundhouse and stores MOW equipment on the storage tracks south of the wye. A loading ramp, on the east side of the track north of the road crossing, is still used to load flat cars, but station track and spur into Imperial Oil have since been removed.



Ainsworth Lumber (formerly Evans Products) is located on the banks of Cayoosh Creek. This photo, taken from the BCR mainline looking northeast, shows the caboose of a northbound freight on the shelf above the mill. A crew change is underway at the station, and the tail end crew will be picked up by the crew truck. Photo by Ron Tuff, May 17, 1980.

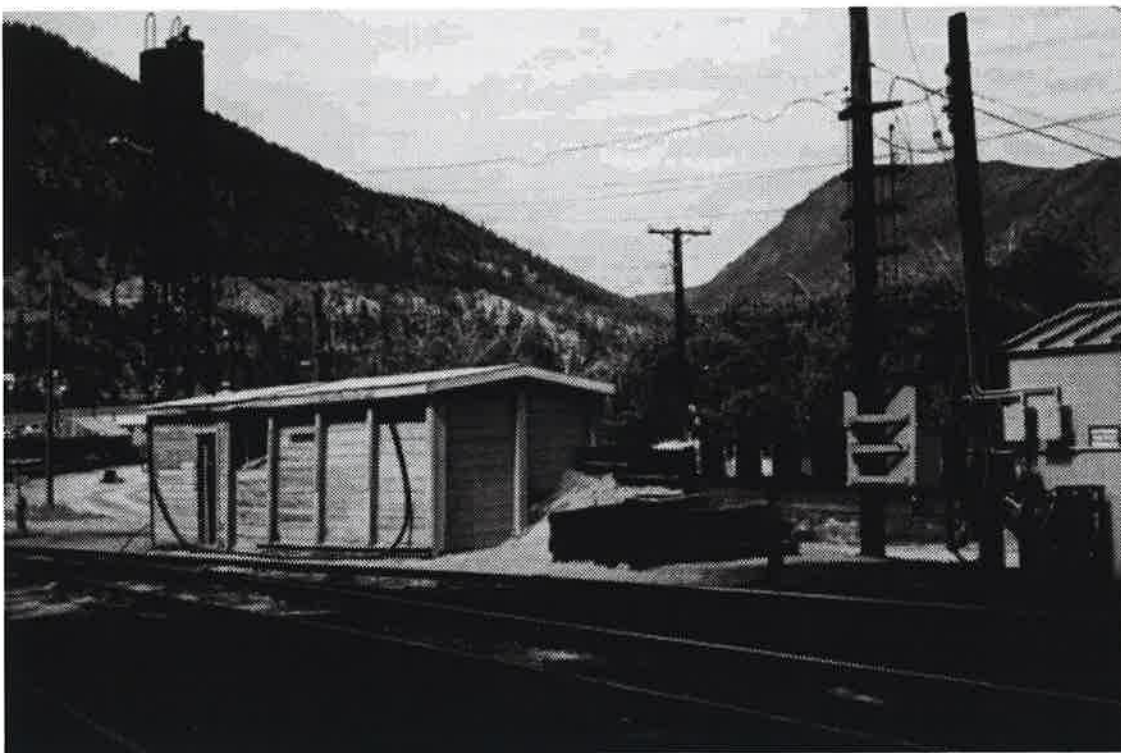
## RAILWAY OPERATIONS

In September 1933, gas car operation began from Lillooet to Shalalth and the Bridge River mining project using two of the redundant Hall-Scott motor cars from the North Shore Line. Two 40-foot flat cars were modified as trailers, and a bridge route for automobiles and truck traffic was created. The service lasted until 1961 when a highway was built into the Bridge River area. (Ed. Note: See "PGE's Shalalth Auto Ferry Service", *The Cariboo*, October 1995).



As a division point, 157 miles from North Vancouver, Lillooet has also seen numerous changes in the railway's passenger schedule since the Budd Cars were introduced in 1956. Depending on the

In May 1980, a small stock pen was located on the west side of the first stub ended storage track at the south end of the Lillooet Yard. The facility hasn't been required by the railway for years, and the tracks are now used to store maintenance-of-way rolling stock. Photo by Ron Tuff.



The sand tower, sand storage shed, and fuel rack are located on the original lead to the four-track roundhouse. Photo by Ron Tuff, May 17, 1980.



The roundhouse was torn down during the early 1970's and replaced by an outdoor car repair shop consisting of a few sheds and an ATCO trailer. Three of the stalls and the south foundation wall are clearly visible. Photo by Ron Tuff, October 2, 1984.

government's subsidy of service to Prince George, Lillooet has been the terminating point for Train #1 four days a week, meeting southbound #2 from Prince George three days a week, which was split the previous day. The two sections are reunited at Lillooet for service onward to North Vancouver.

Another unique railway operation at Lillooet is the School Train to Seton Portage which started in 1979. Scheduled as Train #7 & #8, it operates 15 miles south to the Shalalth Indian Reserve, as the road is considered too dangerous. The cost is shared equally by Lillooet School District, Seton Lake Indian Band, and BC Hydro which operates an electric power plant built in the late 1930's at Shalalth. Using the yard switcher, the night shift yard crew couple to ex GM&O coach "Budd Wiser", named in a student contest, to run to Shalalth and return in time for class. The students return home on Train #2, the Budd Cars bound for North Vancouver.

Lillooet was once also home to the pusher locomotives for southbound D'Arcy to Mons trains and northbound Lillooet to Kelly Lake trains. The pusher crews were relocated to Pemberton in March 1983. All trains through Lillooet are still preceded by track patrols from D'Arcy to Kelly Lake.

## REFERENCES

"British Columbia Railway P.G.E. to B.C.R."

"Route of The Cariboo"

The Cariboo

"PGE Railway to the North"

"Capsule Story of Lillooet"

"PGE Railway Mileage Listing"

J.F. Garden

A. Hungry Wolf

BCRH&TS

Bruce Ramsey

Lillooet Historical Society

BCRHTS Archives

Thanks to the late Finn McCrae (retired BC Rail conductor), Andy Barber and Greg Kennelly.



In May 1980, RS3 #567 was the assigned Lillooet Yard switcher. As such, the night shift crew was required to couple to BCOL coach #8 "Budd Wiser" for school train duties to Shalalth and return each morning. Photo by Ron Tuff.

## LILLOOET'S SECOND STATION Ron Tuff

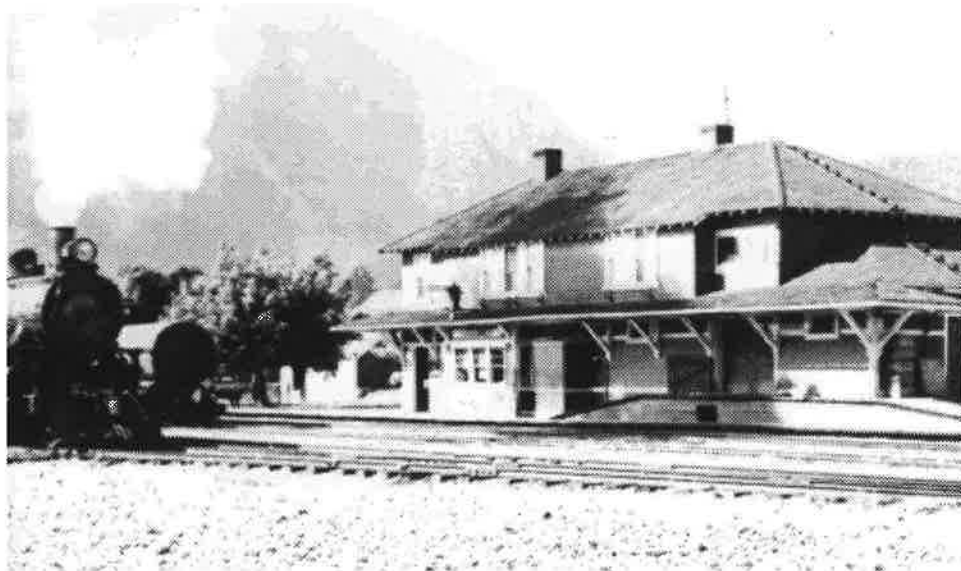
When the railway decided to complete the Lillooet Diversion, it was agreed that a larger station would be required for the division point. The new, two storey 60'-9" x 20' station was authorized by Chas. L. Bates, Maintenance of Way Engineer, on February 24, 1931. The design included a passenger waiting room, operator/ticket agent's office, express and baggage room, all on the ground floor. The second storey provided living quarters for the agent's family. The partially excavated basement (30' x 20') under the south end was home to a hand-fired coal furnace. The balance of the structure was supported on twelve concrete 24" x 24" tapered pedestals.

The exterior was finished in two types of siding applied over tar paper and shiplap. The first floor had 1/2" x 4" bevel siding, while the second storey had 5-inch shingles. These were painted a medium green and the trim was painted white. Double-hung windows were installed on all major openings, a design with six panes on top and a full pane bottom. The roof was shingled with a 5-inch red diamond pattern, and galvanized iron eave troughs were installed on sections of the fascia above the doorways.

Inside, on the ground floor, was a passenger waiting room at the south end. It was finished with plaster walls and ceiling, and featured wooden bench seats around the perimeter. The floor was 1" x 4" hardwood over tar paper and shiplap, finished with 10-inch high baseboards and quarter round. A 14" x 24" obscured glass ticket window separated the station agent from the passengers, which was opened to conduct business with the railway's customers. Behind the agent was a doorway which led to the rear, with a private entrance and staircase to the second storey. The agent's office was also shared with the train operator who sat a large custom-built desk at the bay window. Adjacent to the operator's desk was another interior window for train crew registry. Crews entered through a private door next to the bay window. This small room was finished in V-joint and doubled as a storage/express area. The floor was elevated 30-inches with four steps up to match the baggage room level which occupied the north end of the station. It was finished with shiplap on the walls and ceiling. Double sliding freight doors faced the raised 12-foot long platform with 12-foot sloping ramps on each end. A second pair of sliding freight doors and an elevated platform on the north end wall allowed trucks to back up to the baggage room level. The agent's quarters on the second storey consisted of two bedrooms, a three piece bathroom, a living room, dining room or third bedroom, and a kitchen. A store room and enclosed porch with fly screens was situated above the baggage room.

The 270-foot platform along the front or east side of the station was constructed of wooden planking. Since there were no washrooms on the ground floor, a privy was constructed south of the station facing the platform. This 15' x 8'-6" shed remained in service until washrooms were installed along the west wall of the waiting room.

On plans dated March 19 1946, the Maintenance of Way Department proposed to



Lillooet station was sixteen years old when this photo was taken by Ellwood White on August 21, 1947. The train order board, enclosure around the express room door, and the baggage door with ramp are clearly visible.

construct a 16-foot extension on the north end of the baggage room. An additional pair of sliding freight doors would face the platform, and the north end freight doors would be relocated to the northwest corner. Although business was picking up for the railway, the addition was never built!

Like most structures extant after fifty-five years, numerous small changes were made through the years. Studying old photographs provided a few clues. By 1947, an enclosure of plywood had been constructed around the express/baggage door adjacent to the operator's window. It was painted to match the station and effectively obscured the operator's view to the north. By 1961, the door adjacent to the bay window had been permanently closed, and the baggage room was converted to the crew registry office. A small



A number of improvements were made to the station. All weather windows had been installed in the south end, the express room enclosure had been removed, and the baggage ramp was gone, replaced by another enclosure around the new crew registry office door. Photo by Ron Tuff, September 28, 1984.

plywood enclosure was constructed to protect the steps and personnel door which replaced the freight doors. The train order signal above the operator's bay window had been removed and the first storey windows replaced with new sealed glass windows. An air conditioner was built into the wall in the living room. By 1963, the station had received a new paint scheme. The first storey was painted blue/grey, with white trim on the doorways and window frames. The doors were painted rust brown. The second storey was painted all white. In 1980, the upstairs windows were trimmed in blue/grey paint. The side windows in the operator's window were blanked with plywood and painted white. By 1985, the first storey was painted dark brown with white doors and the second storey was painted beige. A small lawn with three-rail wooden fence was built south of the waiting room.

The station was demolished in 1986 after the opening of a new Gold Rush architecture station, one the residents of Lillooet would have been proud of in 1915.

## REFERENCES

- *British Columbia Railway P.G.E. to B.C.R.*  
John F. Garden
- *Route of The Cariboo*  
Adolf Hungry Wolf
- *The Cariboo*  
BCRH&TS
- *PGE Railway to the North*  
Bruce Ramsey
- *Capsule Story of Lillooet*  
Lillooet Historical Society
- *PGE History & Data circa 1951*  
Pacific Great Eastern Railway



The north baggage door was removed and a wide personnel-door installed. The original privy is still south of the station along the platform. Photo by Ron Tuff, September 28, 1984.

Thanks to the late Finn McCrae (retired BC Rail conductor), Andy Barber, and Greg Kennelly for providing historical documentation to accurately describe the prototype and build an accurate HO scale model.

## MODELLING LILLOOET STATION Dave Paterson

The town of Lillooet serves BC Rail as a division point with a small yard and engine servicing facility. For modellers, division points and their respective operations offer an interesting focal point for a layout. This article describes the construction of a HO scale model of this unique 1931 - 1986 era station.

### GETTING STARTED

Scratchbuilding is necessary in order to accurately replicate this structure. For some, scratchbuilding is a whole new dimension, yet I would encourage everyone to give it a try. This model was built for N.M.R.A. Achievement Program judging with a complete interior and extra details. Your model doesn't have to reach this level. Feel free to omit any "extras" you feel are unnecessary.

The drawings herein were redrawn to HO scale from a copy of the 1931 railway blueprints of the original station. Review all the drawings, pictures and instructions before starting, so as to familiarize yourself with the station.

### SECOND STOREY WINDOWS

Start with these windows for two reasons; they are probably the most difficult to do, and the backs of the completed assemblies provide the dimensions for the holes to be cut into the walls. Begin by cleaning all the flash from each casting and remove the mullions from the lower sash of the double hung windows. Save these mullions as some will be required for the freight door window. Next, file the back of the top sash of each window frame until it is nearly flush with the mullions. This provides a larger gluing surface for the glass and brings the panes closer to the mullions for a more realistic looking window. Assemble the double and triple sets of windows located at the front of the station by gluing a piece of 4" x 6" strip styrene to the back of each joint. When the joints dry, carefully wash all the windows with warm water, powdered cleanser, and a toothbrush. This removes any greasy film and fingerprints. Once they are dry, spray paint them with Floquil Reefer White and set them aside to dry.

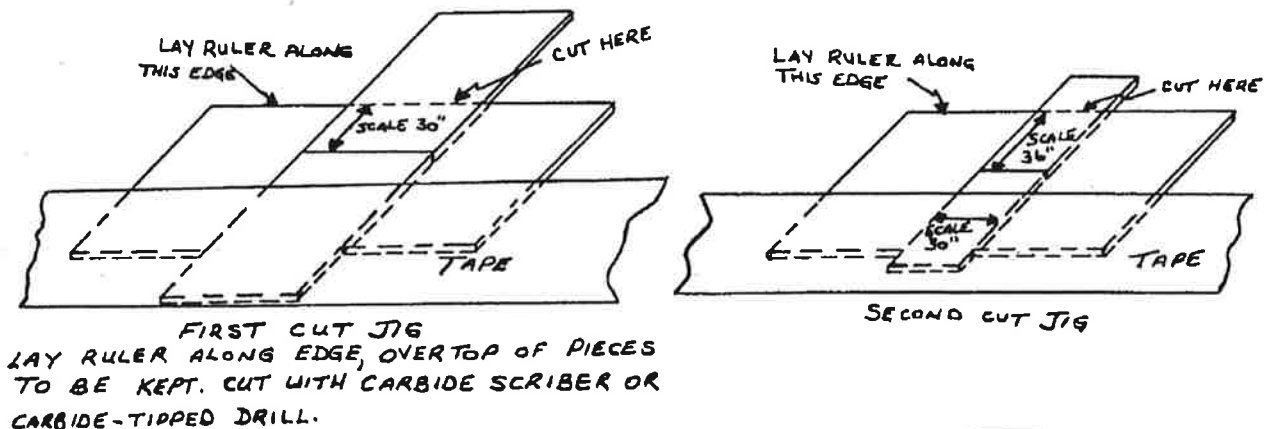


Figure 1: Cutting the glass for the windows. Sketch not to scale.

The glass for all the windows is microscope slide covers from VWR Scientific, Inc. in Media Pa. 19063 (cat #48393-026, 22mm x 30mm size). Refer to Figure 1 for cutting instructions. Make each cut with a carbide tip drill point scored along the glass using your ruler as a guide. Attach each pane to the back of the window casting using Microscale Kristal Kleer. (I tried using ACC, but this left a white film which

proved impossible to clean off without breaking the glass.) Once dry, set the finished windows aside for later installation.

## EXTERIOR WALL CONSTRUCTION

The walls are designed with air brushing and ease of construction in mind. With the thickness required being roughly .060", laminate several layers together to make a solid wall. Not only does this provide a stronger model but also allows portions of one layer to be removed to interlock the interior walls. For the second storey, use three layers of .020" sheet styrene. The exterior clapboard sheeting only comes in .040" thickness.

Cut the interior layer of .020" sheet styrene to the dimensions of both storeys together. The second and third layers should be measured for the second storey only. Once assembled, and before adding the .040" material to the first storey, determine where the openings for all the windows and doors will be and cut them out. For the second storey, the opening will be the dimensions of the backs of the previously finished windows. The openings for the rear freight door and first storey windows should be cut out as shown in the scale drawings. They will be scratchbuilt later. Test fit all the windows and door castings to ensure a snug fit.

The first storey exterior finish is added in pieces beginning at the left side with the corner strip. The 4" x 10" foundation board is built up from two layers of 2" x 10" strip styrene, followed by a section of precut clapboard, then 4" x 6" shiplap, another strip of clapboard, and so on until the entire wall is finished. Butt-end the shiplap and siding, then butt-end the next vertical piece, and so on across the wall. The vertical shiplap at the doors and corners is applied as work progresses across the wall. Finally, file the top of the second storey which extends over the platform canopy at the station front to a 45 ° angle to maintain the slope of the roof overhang.

## INTERIOR WALLS

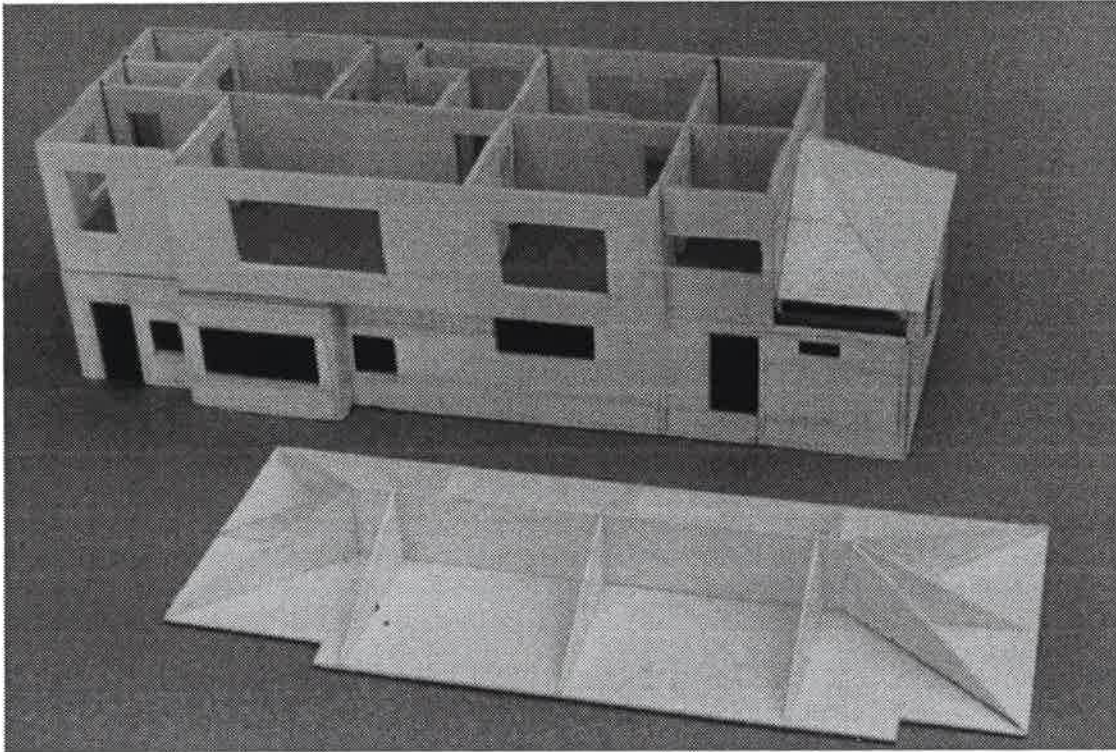
The interior partition walls are also three layers of .020" sheet styrene. Determine where the interior walls intersect with the interior face of the exterior walls and remove a .060" wide strip from the top layer only. This leaves a groove to interlock the interior walls into. This is done on all interior/exterior wall joints on both storeys. For those cross walls which span the entire width of the building, place the opposing walls back-to-back to ensure that the grooves line up properly.

Start with the second story interior by cutting out the central load bearing wall. Next cut out all the doorways. For the two walls which span the entire width, cut a notch half the wall height out of the central wall. Cut an opposing notch out of the intersecting wall so the two interlock. Assemble all the interior walls to the central wall, but not the exterior walls. This allows the interior to slide out allowing easy painting and detailing. Remember the difference in the floor height between the baggage room (crew registry office) and the rest of the first floor.

## ASSEMBLY

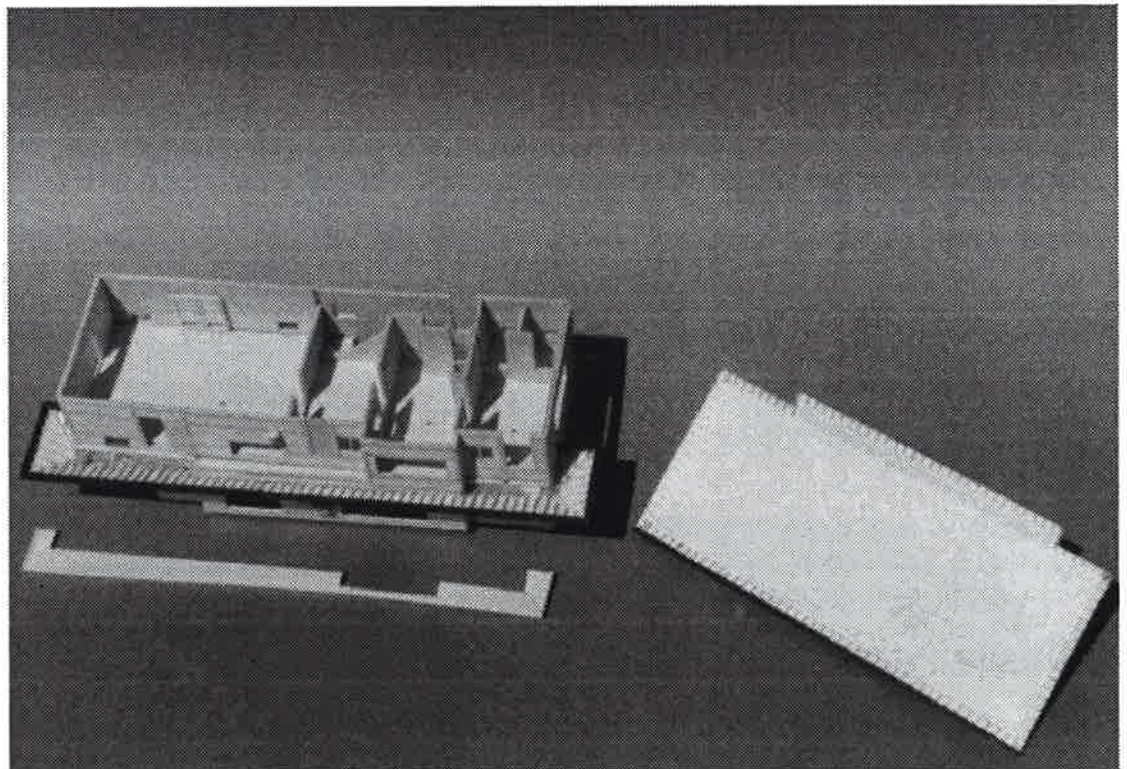
To assemble the exterior wall sections, file all the corners to a 45 ° angle. Assemble the entire structure with ACC glue and a square to ensure a proper fit. Seal any gaps with epoxy. Once dry, file and sand this material smooth to finish the corners.

To help strengthen the structure, cut out the interior dimensions of the second storey floor from .080" sheet styrene. If your considering interior detail, don't forget to cut out the stairwell hole at the rear. Measure each exterior wall from the top down nine scale feet and draw a line across the wall on the interior side to align the second storey floor.



**Photo 1:** The major station assembly is complete and the second storey walls are visible. The roof, less sheathing, shows how the ribs are located. The baggage room is in place. Photo by Dave Patterson.

**Photo 2:** The completed station is turned upsidedown to reveal the first storey interior and platform canopy. The additional piece is the V-groove soffit notched for the operator's window and canopy support beams. The upsidedown roof assembly reveals the 2" x 6" rafters. Photo by Dave Paterson.



## ROOF

Cut the piece which becomes the second storey ceiling from .30" sheet styrene. A second .030" sheet is cut to the ceiling dimensions plus the roof overhang width. Glue these two pieces together so that the second storey interior ceiling hangs between the walls and the attic floor overhangs the exterior wall.

From .030" sheet styrene, cut the vertical support ribs and glue them to this assembly beginning with the central rib which angles at each end to support the centre of the end sheathing, and straight across the top to support the ridgeboard. Triangular-shaped ribs are added to support each roof seam (hip rafter), and along the side to support the side sheathing. Be careful not to install these where any chimney or vents are located.

Cut the four roof pieces to size and glue them in place on top of the interior framework and to the edges of the overhang. Assemble the two Grandt Line #5057 chimneys. Cut holes in the roof sheathing. Glue and insert them into place. Next add the Scale Structures Ltd. #2330 roof vent and the 1/32" brass wire (vent pipe) located just below the roof vent. From 2" x 6" styrene strip, cut and glue the roof rafters under the visible overhang. Construct the end roof over the freight room in a similar manner. Glue the support ribs vertically to the top of the first storey ceiling. There is a rib glued to the outside of the second storey wall contoured to match the roof pitch. The other ribs radiate from this rib along the roof seams, and one down the centre of the end sheathing. When complete, epoxy all the seams and sand smooth to make a stronger roof.

## PLATFORM CANOPY

Again use .030" sheet styrene for the platform canopy. Cut each piece and test fit it. File each seam to an angle for a clean fit. Before assembly, mark the 2" x 6" rafter locations on the underside. Glue the sheathing together and then to the station using ACC glue. Before adding the rafters, line them up side-by-side on a piece of tape. Locate where these joists would rest on the 4" x 6" cross support beam and notch all joists using a small file. See Figure #3. Glue all the rafters to the canopy sheathing along the previously marked lines. Finally epoxy all the sheathing seams and sand them smooth when dry.

The canopy support brackets are also made from 4" x 6". Cut all three pieces per Figure #2. There are a total of six large brackets and two small ones. Clamp similar pieces together and trim them for accurate duplication. Slightly notch the top and side pieces, where the angled pieces join. Prior to assembly, two Grandt Line #5046 NBW castings were added to the vertical piece. Assemble each bracket and set it aside until later.

Part of the area under the canopy soffit is enclosed. Use Evergreen's #2040 V-groove sheet styrene cut 2 1/2 scale feet wide, with the operator's bay window area removed. The individual bards are perpendicular to the track. The short pieces at either end have their grooves at 90° to the front piece, mitered at 45°. Cut out the 4" x 6" canopy on the other side of the bay window where the soffit attaches to the station wall. After test fitting, set the soffit aside for later installation. See Photo #2 for the completed canopy soffit assembly.

At the crew registry steps, a similar piece of 4" x 6" was cut and glued to the inside edge where the enclosure attaches to the station. This provides both strength and an additional gluing surface. Trim and test fit. Set the enclosure aside for later installation.

## MISCELLANEOUS DETAILS

The two air conditioners are Alloy Forms WA-H-90. Cut two holes and locate one horizontally on the second storey, the other vertically on the first storey front wall.

Construct the entrance enclosure for the crew registry office using .020" sheet styrene. Make the stairs

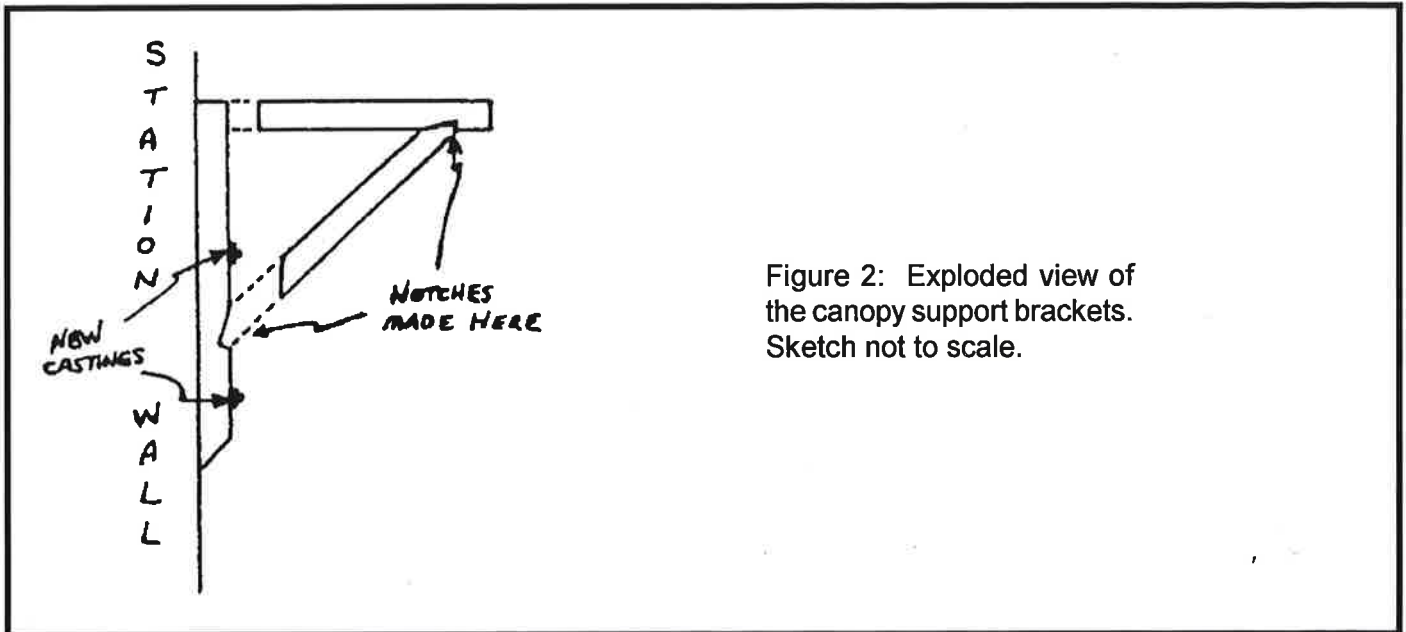


Figure 2: Exploded view of the canopy support brackets. Sketch not to scale.

from three pieces. Cut the treads and risers from 2" x 10" strip styrene. Epoxy and sand the assembled stairs smooth to simulate concrete. Cut the floor inside this enclosure from Evergreen #2040 V-groove sheet styrene.

Cut the first storey ceiling from .010" sheet styrene. Three working interior lights will be installed inside the first storey, in the waiting room, in the operator's office, and the crew registry room. Mark their location and drill them out. Set the ceiling aside until later.

Construct the platform from 1/8" Sintra (available from any graphic arts store or plastic supplier) cut to the dimensions of the platform and station foundation. The prototype platform is poured concrete in 10-foot sections. As this is not a new platform, distress the surface with cracks and chips.

Cut the floor for both storeys from Evergreen #2040 V-groove sheet styrene on a 45 ° angle. On the first floor, remember the difference in elevation. As per the drawings, the crew registry office (formerly the

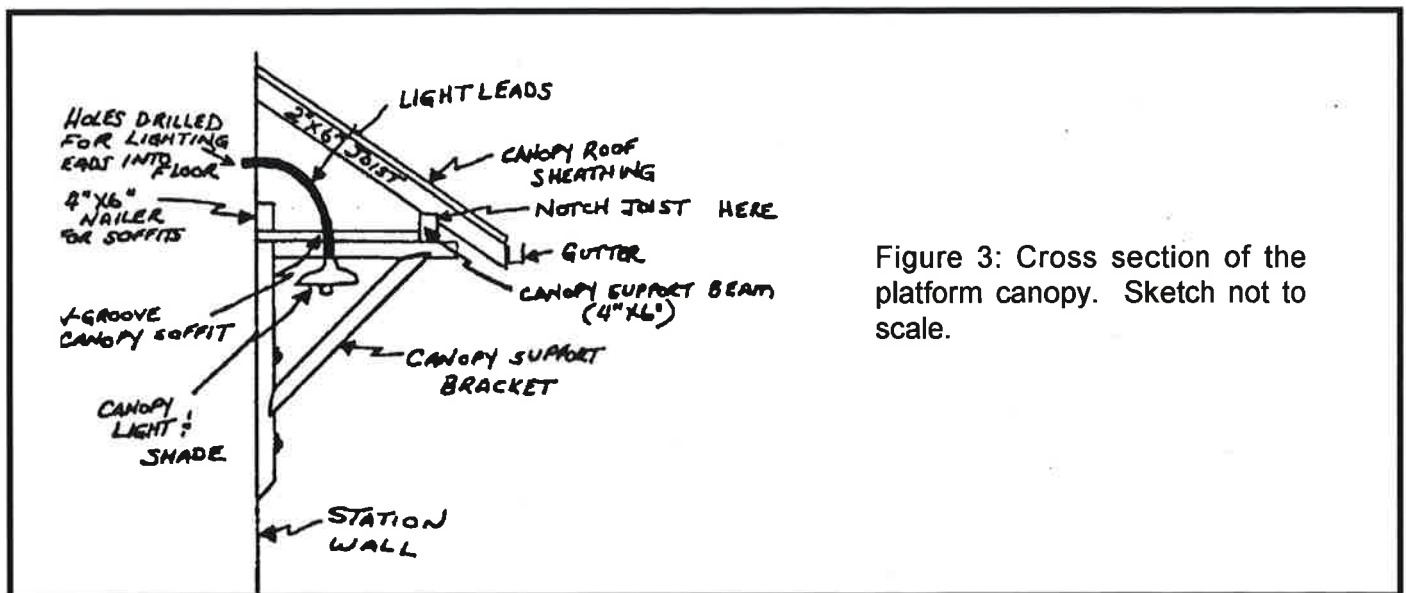
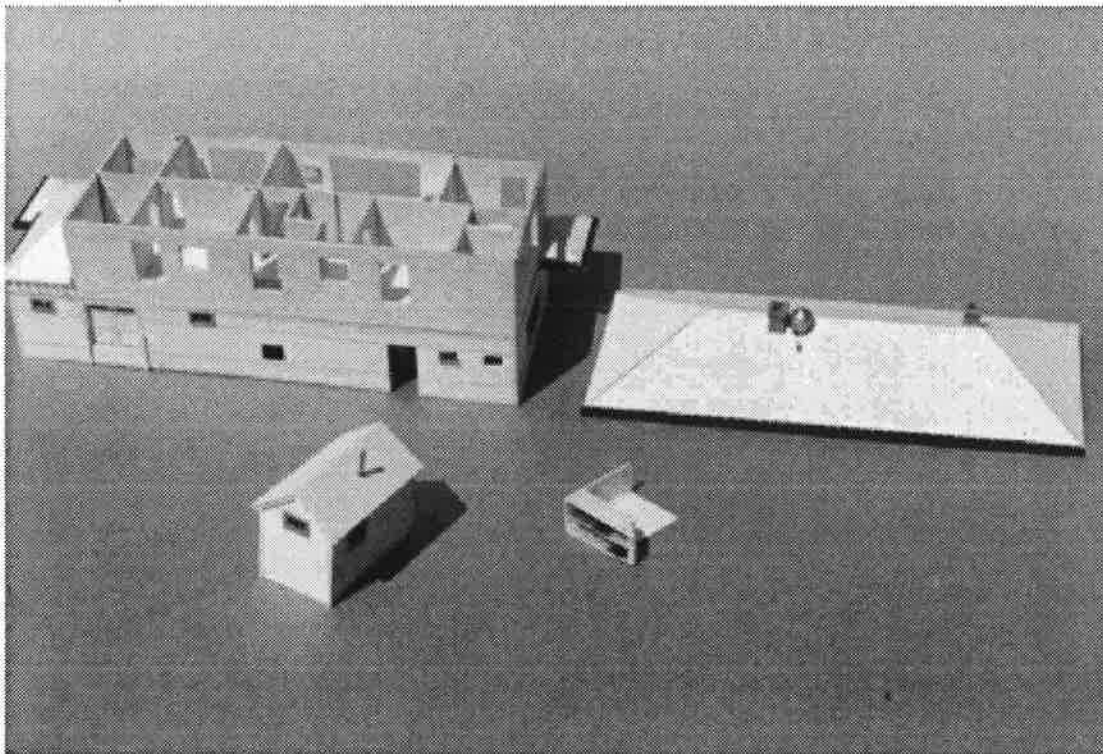


Figure 3: Cross section of the platform canopy. Sketch not to scale.

baggage room) and part of the express office floor are three feet higher than the rest of the first floor. Use whatever scraps you have to support this raised portion of the floor. Glue all the first floor sections directly to the 1/8-inch foundation at the appropriate location. Once completed, you should be able to slide the station walls overtop. This helps secure the station's position on the platform.

The six working lights included in the model are 1.5 volt micro-bulbs inserted in Campbell #255 brass light shades. Paint the inside of the shade with Floquil Reefer White and the exterior Grimy Black. Make the interior stairs from Central Valley #1602 stairs. Cut, file, and trim to fit the location. Add the eave troughs using Micro Engineering #80-163 gutters. The downspouts will be added later. Make the rear freight door from Evergreen #2040 V-groove sheet styrene with .010" sheet styrene precut to simulate the door frame glued overtop. Cut the leftover mullions from the second storey windows to form the mullions in these doors. Cut the 4" x 6" bumper posts with a 45 ° top and glue them in position.

The first storey two- and three-pane windows are Grandt Line #5112 single-hung, 6-pane window castings which were cut and reshaped to represent the desired window. The leftover mullions were cut to fit and glued in place.



**Photo 3:** The completed station, viewed from the rear, is ready for painting including the roof assembly without shingles, the crew registry enclosure laying on its side, and the platform shed. Photo by Dave Paterson.

## PLATFORM SHED

The platform shed was the outhouse until the washrooms were built inside the station waiting room. Start with .020" sheet styrene for the inside walls and .040" clapboard for the exterior. Use 4" x 4" styrene strips at each corner and two layers of 2" x 10" strip styrene for the foundation. The rafters are 2" x 6" strip styrene with .030" roof sheathing. Make the windows from one Campbell #900 double-hung, 6-pane window, one Grandt Line #5112 single-hung, 6-pane window, and a three pane window made from a #5112 window. Cut and reshape to fit. The door is a Pike Stuff #1102 solid door. The vent pipe is 1/32" brass rod glued inside a 1/32" ID brass tube. Drill a hole in the roof and insert the vent pipe with glue.

## PAINTING

Prior to any painting, wash all parts with warm water and powder cleanser using a toothbrush. Take care not to damage any details while removing any dirt or fingerprints. Air brush Floquil paints on all the major components, and carefully brush paint the detail parts. Begin with a coat of Primer and clean up any imperfections after the Primer has dried. Final weathering is completed with chalks and powders.

Exterior Beige	90% Reefer White RR 11 & 10% Earth RR 81	Second storey exterior wall shingles.
Brown	Roof Brown RR 70	First storey exterior, freight platform and all weather windows. All interior trim.
Weathered Red	50% Box Car Red RR 74 & 50% Signal Red RR 65	Station roof and canopy shingles.
Black	Grimy Black RR 13	Shed shingles, vent pipes, chimney flue and cap.
White	Reefer White RR 11	Underside of canopy, eave troughs, window, & door castings, ceilings, maintenance shed & benches.
Interior Beige	50% Mud RR 83 & 50% Reefer White RR 11	Interior walls.
Galvanize	Old Silver RR 100	Roof vents, air conditioners.
Brick	Box Car Red RR 74	Chimney (white mortar).
Wood	Maple Stain #724	Interior floors.
Concrete	D&H Gray RR 150	Platform.

## FINAL ASSEMBLY

Using a sheet of 220 grit sandpaper, draw a scale 6" wide x 12" long grid on the back. Using your knife, cut a scale 6-inch deep into the sheet at 12-inch intervals. With scissors, cut the shingle strips along the second 6-inch interval creating a strip of 6" x 12" shingles. Glue these strips with contact cement to the second storey walls, canopy roof, station roof and maintenance shed roof. See the paint chart for the appropriate colours.

Cut grooves in the .080" styrene in the first storey ceiling to accommodate the lighting wires. A considerable amount of material must be removed using a Dremel tool and cutter (not a cutting disc). Gather one bulb lead from each bulb and solder it to a copper strip. Repeat with the second bulb lead and another copper strip. Glue these two separated strips of copper in the groove. A single wire from each strip goes down through the .010" first floor ceiling, down the chimney and through a hole drilled in the foundation to eventually connect to the layout lighting circuit.

Drill holes in the canopy soffit to accommodate the three outside platform lights. Feed the bulb leads to the grooves in the interior ceiling and solder to the copper strips. See Figure #3.

Use ACC glue to add the canopy soffit. Remember the 4" x 6" canopy support beams settle into the small notches in the canopy rafters. Once in position, the canopy brackets can be added.

Glue all the previously finished window castings in place. Add the downspouts next. Do not attach the second storey downspouts to the eaves troughs (to allow removal of the roof). Glue the crew registry enclosure in place.

Pre-paint several pieces of 1" x 2" and 4" x 4" strip styrene Roof Brown. Make the first storey all weather window exterior frames from 1" x 2" strip styrene. Glue them in place. When they are dry, cut the interior frame from 4" x 4" and glue it in place. Cut the glass to fit and finish the window by adding 1" x 2" mullions to the exterior of the glass only.

Construct the freight platform from 2" x 12" strip lumber and attach it to the north wall. Make the bench seats from scraps of .020" sheet styrene cut to the bench contour. Glue to 4" x 6" strip styrene and 1" x 2" strip lumber for the seat and back surface. Sand lightly, paint and glue into position.

An exterior vent pipe was added to the station when the washrooms were installed in the waiting room. Make the pipe from 1/32" brass wire. Drill a hole through the soffit and roof sheathing and slide it into position. Form the exterior electrical conduit from .020" brass wire. Make the second storey window flower box holders from flat wire bent to shape and glued into place.

A computer printer can be used to make the station sign. Glue the paper to a scale 9'-6" length of 1" x 12" strip styrene before adding it above the operator's window.

Finally, make the outside fence from 4" x 4" strip styrene for the posts, 2" x 6" strips for the top rail and 2" x 4" strips for the bottom two rails. Make the flag pole from a 1/16" dowel.

## **SUPERDETAILING THE INTERIOR**

Numerous details can be added to the station. These include 2" x 6" base boards and 1" x 3" window mouldings. The doors mouldings are 2" x 6" strip styrene across the top with 1" x 3" sides. Make the doors from three layers of .020" sheet styrene. Cut the outer layers to represent the structural frame of the door. Using brass wire, acting as a piano style hinge with the ends inserted into pre-drilled holes, the doors actually open and close.

In the second storey living quarters, scratchbuilt cupboards, counter tops, refrigerator, clothes closets, linen cupboards, and mirrors can be made from scrap styrene, wood, and aluminum. Plumbing fixtures such as sinks, toilet, and bath tub are detail parts from an old Walther's passenger car kit. Table and chairs also furnish the kitchen. Similar details can be added to the first storey as well. Desks, chairs, filing cabinets, and cupboards fill the crew registry room and operator's office. There is even a board above the operator's desk with several sets of train orders hanging. Numerous wooden crates, small boxes, and miscellaneous freight are piled in the back of the baggage room. The agent's office has counters at both the ticket window and the express window. A simulated wire mesh protects both these openings. The waiting room benches are scratchbuilt from styrene. Outside, a phone box is located next to the air conditioner along with a garbage can.

## **PARTS LIST-LILLOOET STATION**

### **Windows & Doors:**

10	30" x 60"h	dbl hung 6 pane top	Campbell #900	Second storey west, south and east
1	30" x 60"h	dbl hung 6 pane top	Campbell #900	Maint. Shed, south wall

4	30" x 24"h	sgl hung 6 pane	Campbell #902	Second storey east and west
1	36" x 30"h	sgl hung 6 pane	Grandt Line #5112	Maint. Shed, west wall
3	30" x 12"h	sgl hung 3 pane (reshaped)	Grandt Line #5112	First storey, east and west
1	30" x 12"h	sgl hung 3 pane (reshaped)	Grandt Line #5112	Maint. Shed, north wall
2	21" x 12"h	sgl hung 2 pane (reshaped)	Grandt Line #5112	First storey, west wall
3	36" x 36"h	all weather 2 pane	scratchbuilt	First storey, east wall
1	84" x 36"h	all weather 3 pane	scratchbuilt	First storey, east wall
2	96" x 36"h	all weather 4 pane	scratchbuilt	First storey, south wall
1	36" x 84"h	solid door	Pike Stuff #1102	Maint. Shed, east wall
2	36" x 84"h	solid door	Pike Stuff #1102	First storey, east wall
3	36" x 84"h	solid door with window	Pike Stuff #1103	First storey, east wall
1	48" x 84"h	solid door (baggage)	scratchbuilt	First storey, north wall

**Miscellaneous:**

22mm X 30mm	microscope slide cover	VWR Scientific, Inc.
	stairs	Central Valley #1602
7	1.5 micro bulbs	N.J. International #9255
7	brass lamp shades	Campbell #255
16	nut/bolt/washer	Grandt Line #5046
1	roof vent	Scale Structures #2330
2	chimney	Grandt Line #5057
2	window A/C unit	Alloy Forms WA-H-90
1 pkg	eaves trough	Micro Engineering #80-163
1 pkg	down spouts	Pike Stuff #3101

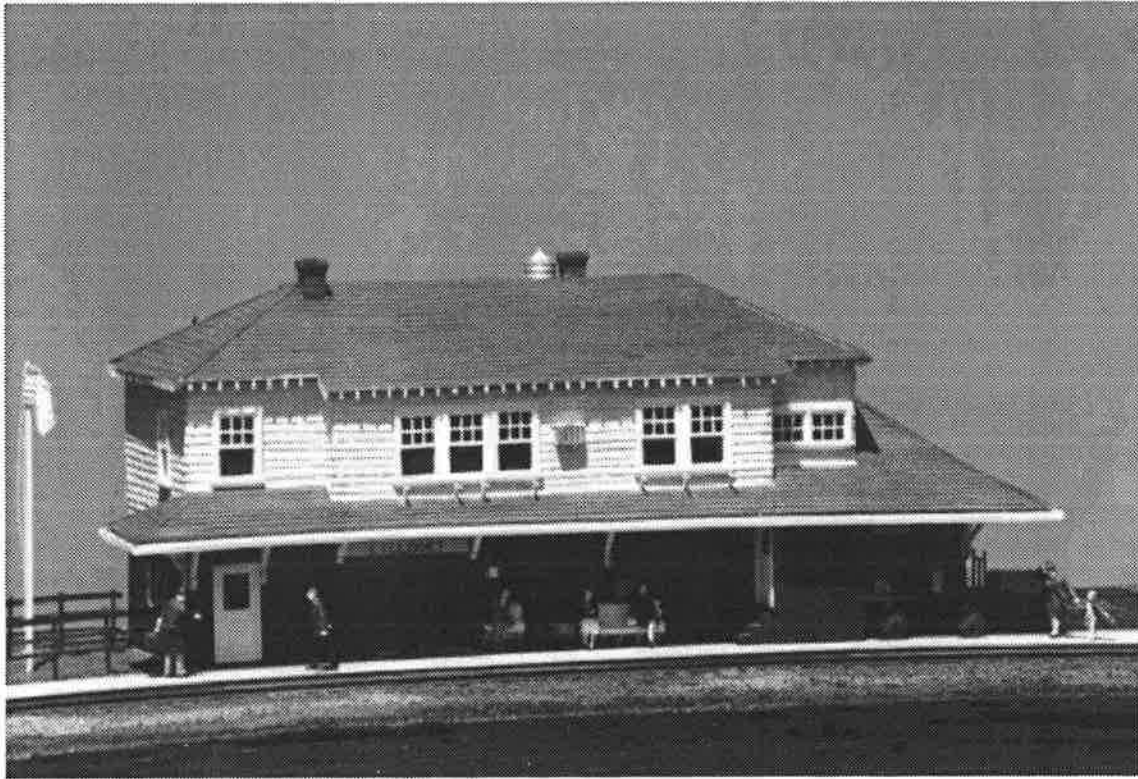
**Dimensional Materials:** (quantity varies with level of detail)

1" x 2" scale	strip styrene	Evergreen #8102
1" x 3" scale	strip styrene	Evergreen #8103
1" x 12" scale	strip styrene	Evergreen #8112
2" x 6" scale	strip styrene	Evergreen #8204
2" x 6" scale	strip styrene	Evergreen #8206
2" x 12" scale	strip styrene	Evergreen #8212
4" x 4" scale	strip styrene	Evergreen #8404
4" x 6" scale	strip styrene	Evergreen #8406
.010" thick	sheet styrene	Evergreen #9010
.020" thick	sheet styrene	Evergreen #9020
.030" thick	sheet styrene	Evergreen #9030
.040" thick	sheet styrene	Evergreen #9040
.080" thick	sheet styrene	Evergreen #9080
.125" thick	Sintra	Graphics stores or plastic suppliers
.020" x .040" spaced V-groove	sheet styrene	Evergreen #2040
.040" x .040" spaced	Clapboard sheet styrene	Evergreen #4041
1" x 2" scale	strip wood	Northeastern #3001
.020" dia.	brass wire	K&S #159
1/32" dia.	brass wire	K&S #160
1/8" dia.	brass rod	K&S #164

**CONCLUSION**

As indicated at the beginning, it isn't necessary to complete your model to this level. I would suggest, however, including the interior walls for both strength and to serve as a view block, so no one can see through the station. The following photos show the end result is definitely worth the effort.

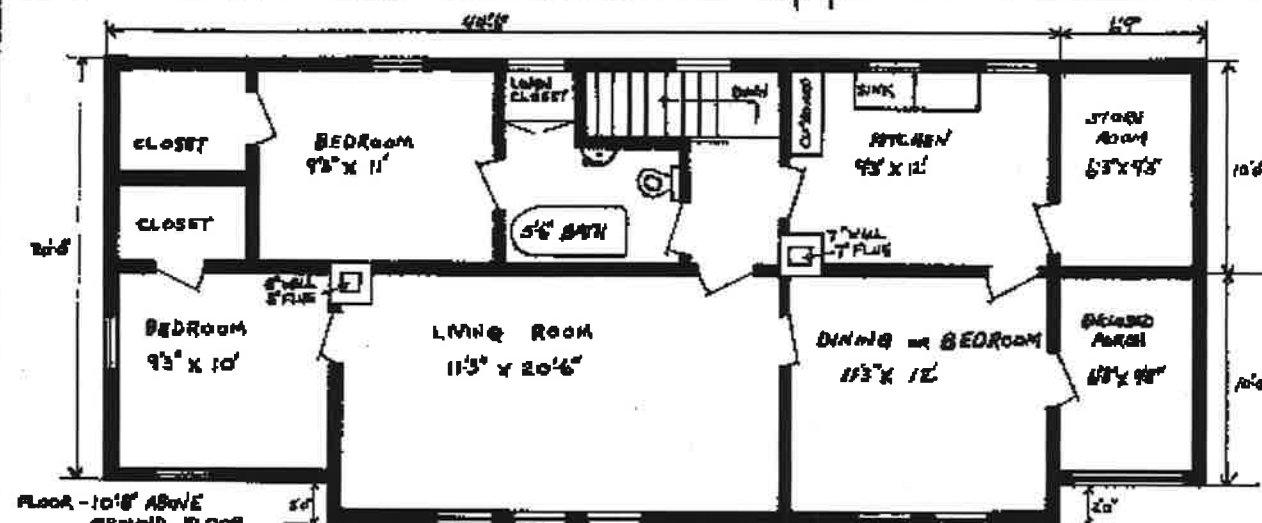
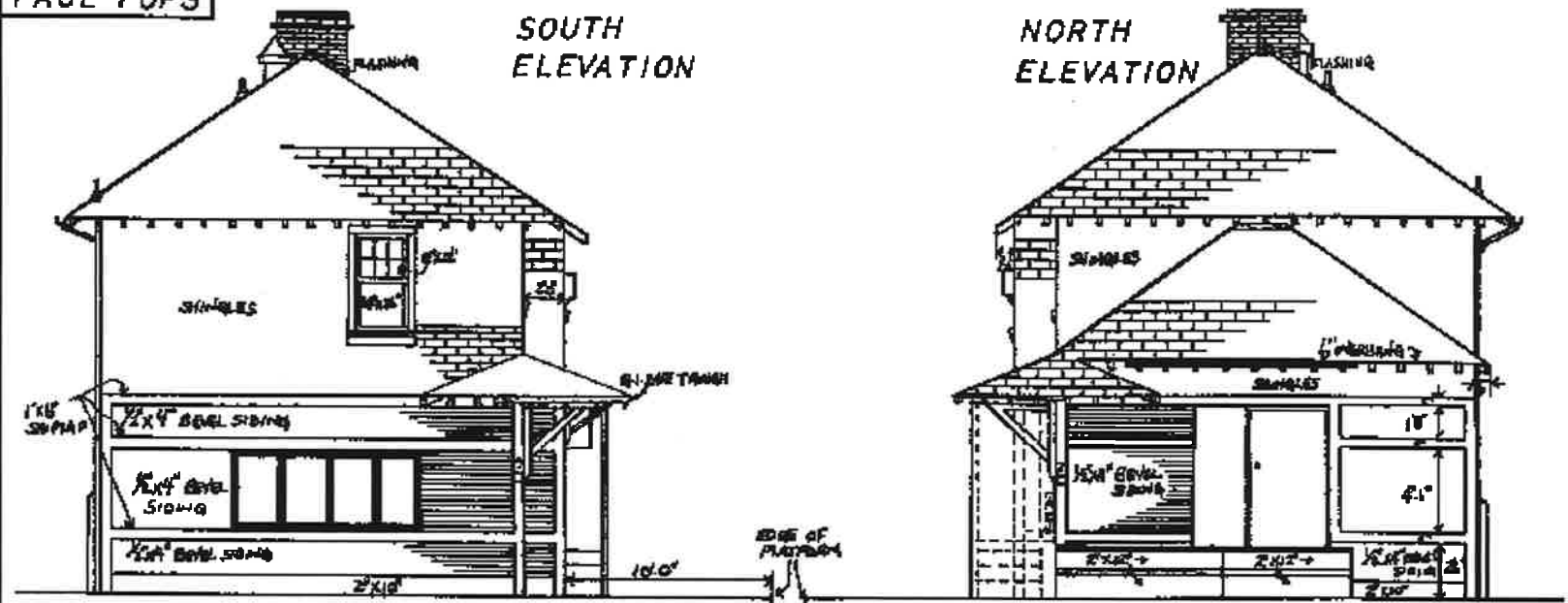
The new station will be a cornerstone structure on Ron Tuff's 1985-era British Columbia Railway layout. HO scale model of Lillooet station built by Dave Paterson.



**Photo 4:** Front View of Lillooet Station H.O. Scale Model. Built by Dave Paterson. Photo by Ron Tuff.

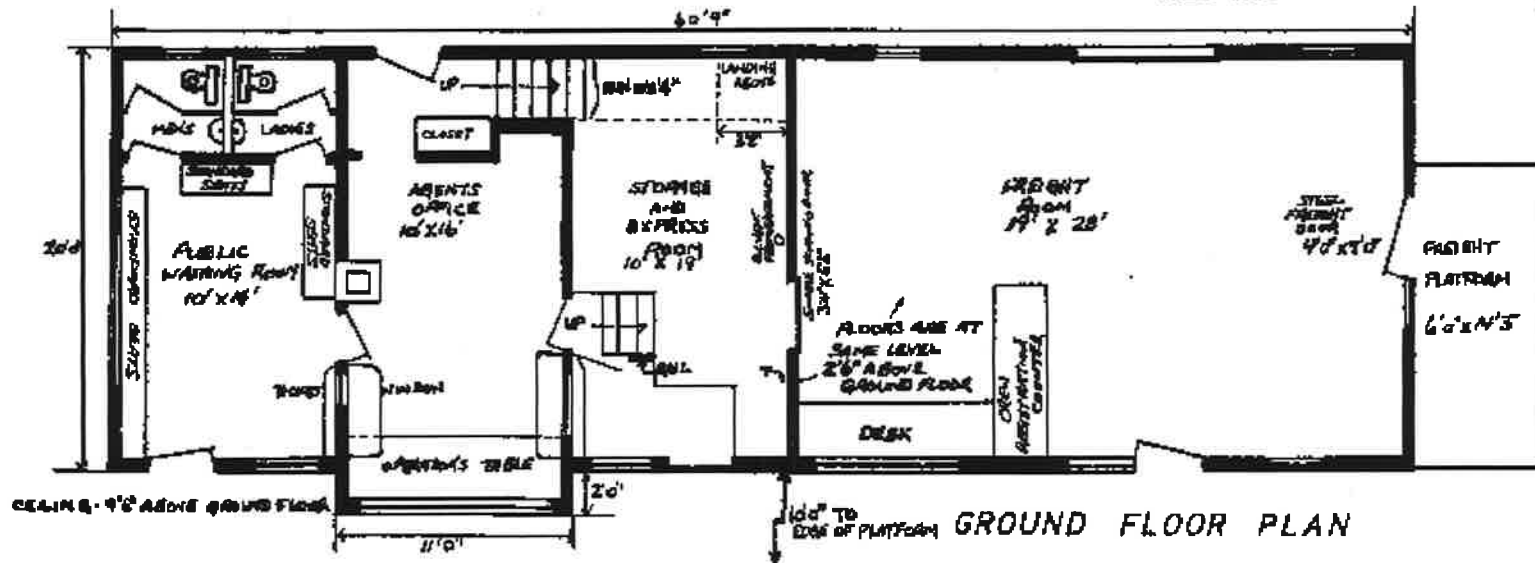


**Photo 5:** Rear View of Lillooet Station H.O. Scale Model. Built by Dave Paterson. Photo by Ron Tuff.

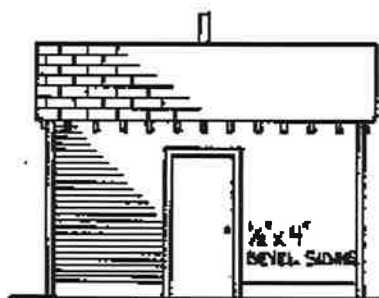
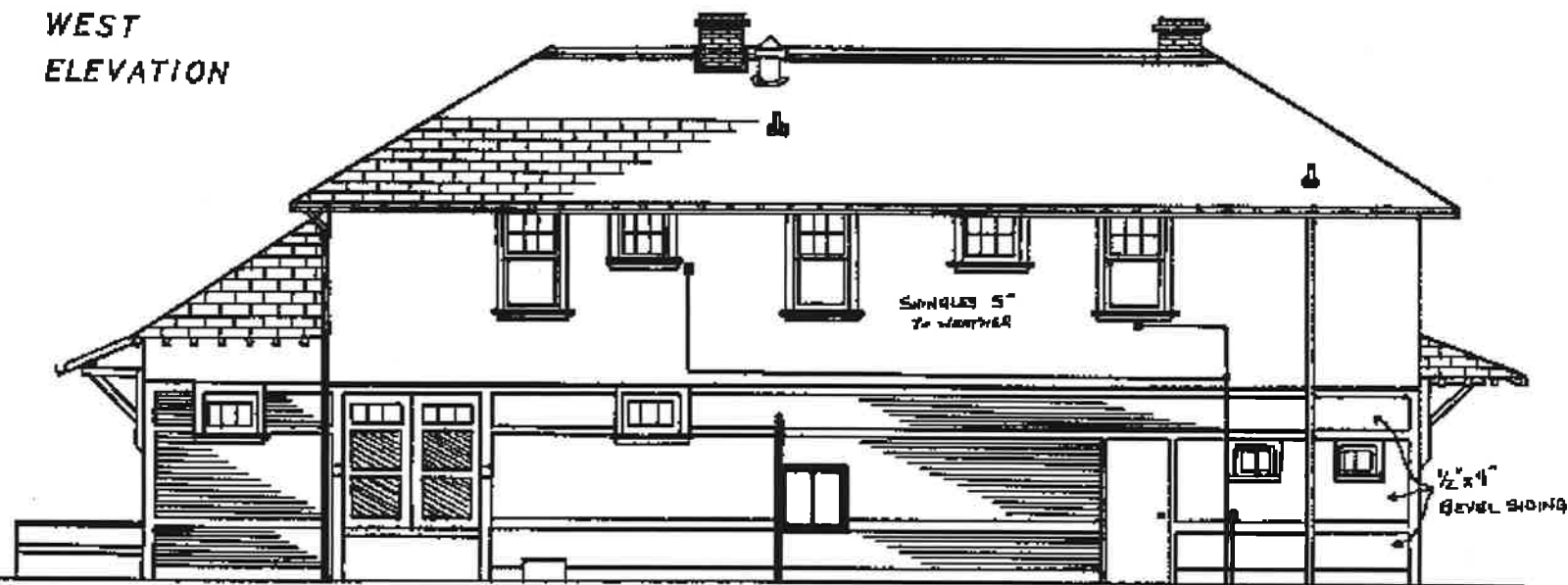


BC RAIL STATION
LILLOOET B.C.
CIRCA 1985
SCALE: 1"=0' repr. 87'-0"
DRAWN BY:
DAVE PATERSON
NOVEMBER 15 1996

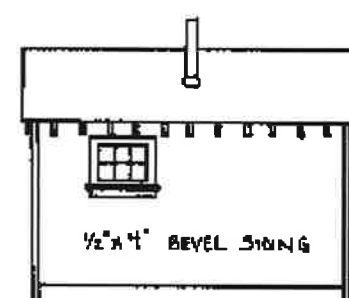
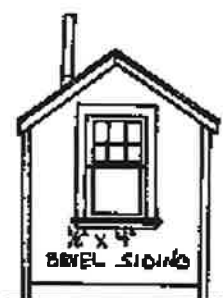
PAGE 2 OF 3



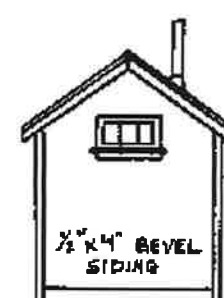
WEST  
ELEVATION



TRACK



REAR



PLATFORM SHED

LILLOOET B.C.

CIRCA 1985

SCALE: 1"0" reps. 8'0"

## PGE EXPRESS CAR #53 Jim Moore

Several months ago, an email posting to the Internet *Freight Car List* caught my attention. I shared this with PGE historian Greg M. Kennelly, and asked if he could provide any further details. Greg, always the gentleman, skillfully prepared a scale drawing of the car and found a photograph, to boot.

Courtesy of Larry Schrenk, here is his response to the original posting!

"In 1925, the Pacific Great Eastern purchased (for \$1,200) a wooden express car built in 1882 by the Watson Company as Northern Pacific 201." (Craig Bisgeier)

Here is the data I have on the car. Northern Pacific Express 201 was originally built by the Wason Car Company in May 1882 as NP Express 14. It was the second car on the NP with this number. Note that the name of the builder is Wason, not Watson. This car, along with sister cars in the 13-19 series, were the first pure express cars obtained by the NP. Number 201 was 50 feet five and one-half inches long overall, 48 feet over the end sills, and rode on four-wheel trucks with 36-inch wheels. It had two doors on each side.

The original color used on the car is uncertain. It was purchased right at the time the railroad was changing colors. The NP's standard passenger car colors as of August 1881 were yellow with Tuscan red trim. In January 1882, the NP's Superintendent of Motive Power recommended changing from yellow to dark red such as was then used by the Pennsylvania Railroad, but a decision was made to use a dark brown instead. Then, in November 1882, the NP's General Manager, Thomas Oakes, decreed that the NP would henceforth use Pullman green. This was because the NP was ordering a large number of cars from Pullman, was using Pullman sleeping cars, and expected to run additional Pullman-owned cars when needed to meet traffic demands. Thus, using Pullman green would provide a consistent appearance in NP passenger trains. Number 14 was renumbered 102, probably in 1883 when many cars were renumbered. It was renumbered 201 in June 1886. The car was sold by the NP to PGE in December 1925.

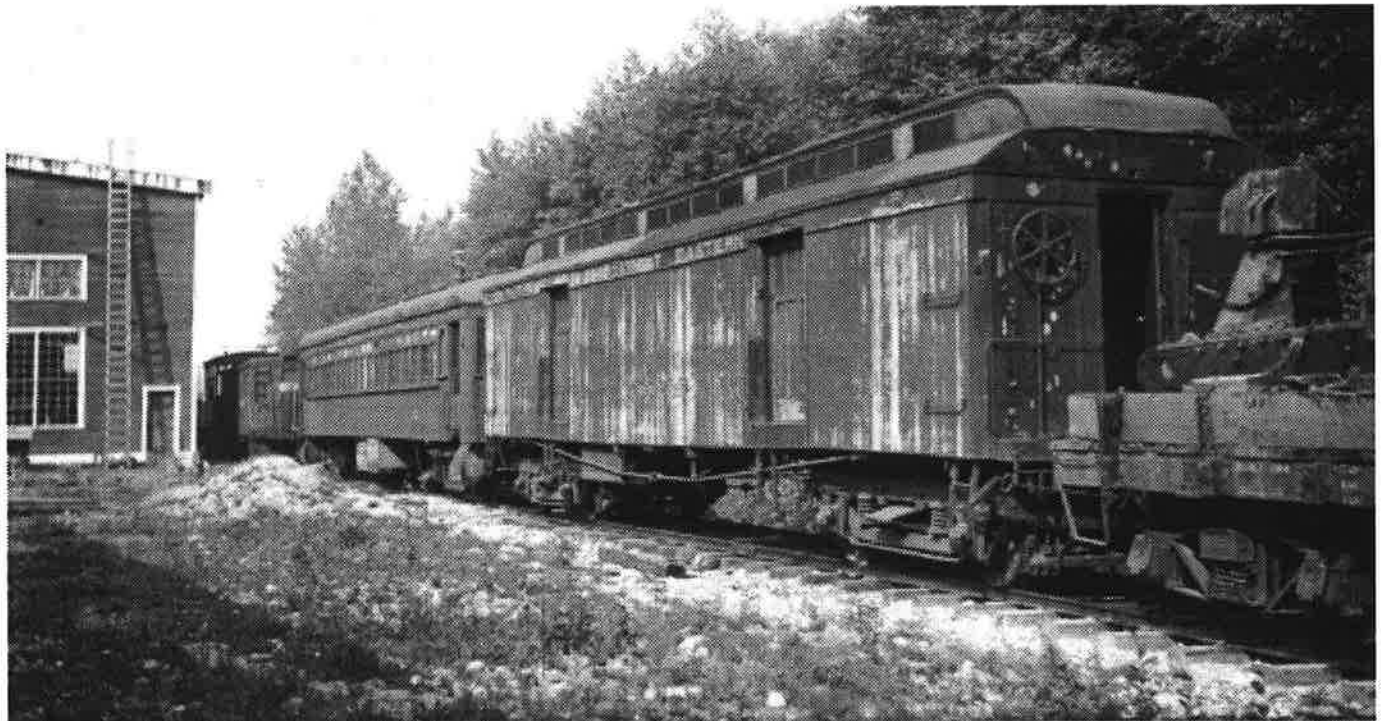
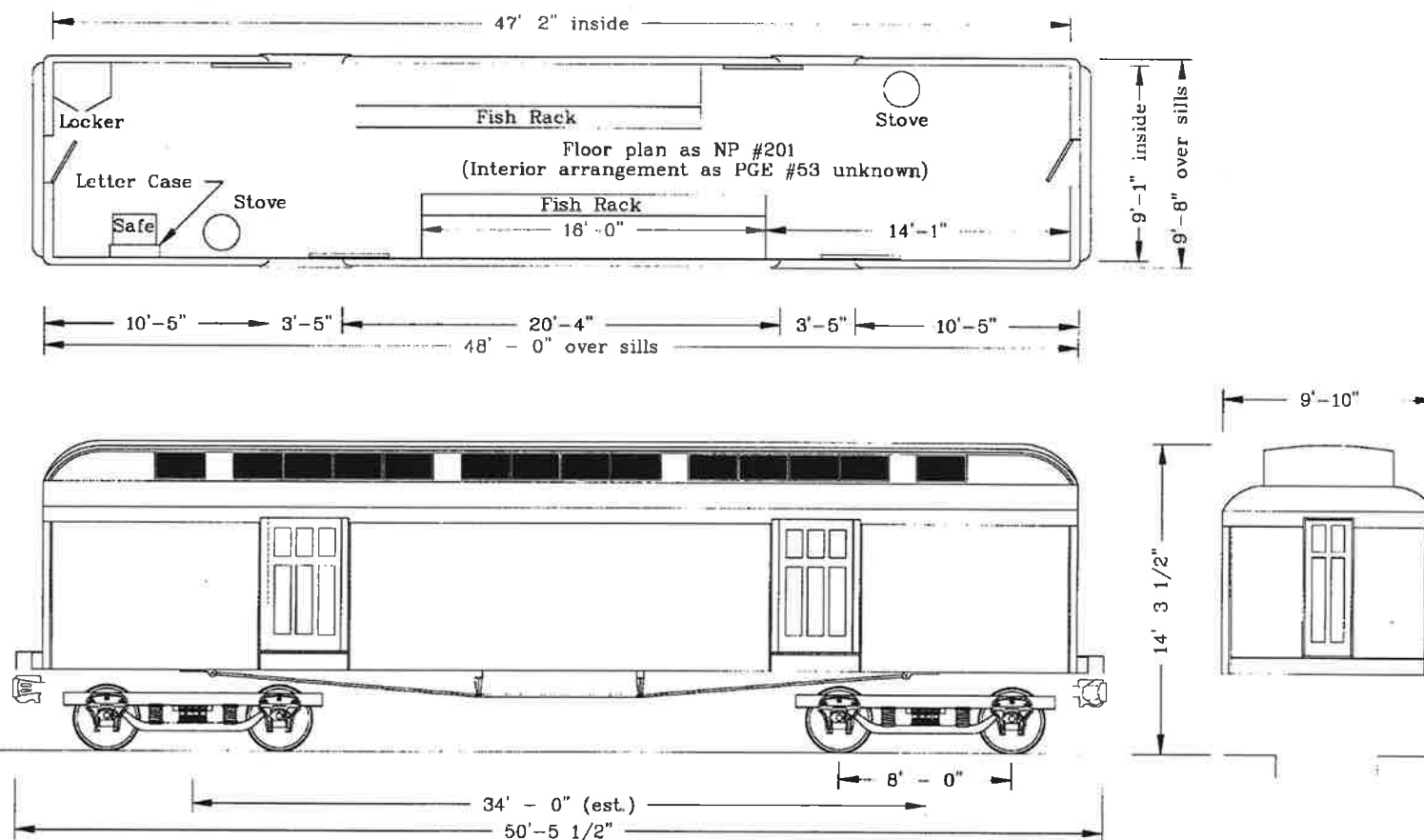


Photo credit: Squamish, September 3, 1938. A.D. Lake Photo. Courtesy of Greg M. Kennelly.



# PACIFIC GREAT EASTERN RAILWAY Express Car 53

N.B. Drawing based on Northern Pacific Railway diagram dated 1924 December 08 and a photo by A. Lake at Squamish, 1938 September 03.

Built by:	Wason Company	Purchased from:	Northern Pacific Railway
Date built:	May, 1882	Date received:	December 1925
M.C.B./A.A.R. Designation:	MB	Previous number:	NP 201 (July 1886)
Passenger capacity:	N/A	Previous number:	NP 102 (Circa 1883)
Weight:	54400 lbs.	Original number:	NP 14
Drawn by:	Greg M. Kennelly	Scale:	1:87.1
Date:	1998 February 01	Copyright © 1998, G.M.K.	All rights reserved

**PGE'S NORTH SHORE SUBDIVISION 1914-1928 Patrick O. Hind**

Today, as we railfan and model the very modern and interesting BC Rail with its fleet of second, third and even fourth generation diesel locomotives, as well as the railway's hundreds of on-line and off-line freight cars which carry the many commodities from the interior of British Columbia to the North American markets, it is hard to realize that this same railway with its well ballasted track and heavy rail was once the butt of political turmoil and jokes as it fought for its existence in this rugged and sparsely settled land.

The railway, then known as the Pacific Great Eastern Railway, was neither "Great" nor "Eastern". It was some forty miles from its intended southern terminal, and as many miles from its northern terminal, then known as Fort George. The railway very literally commenced nowhere and ended nowhere. Its rails were for the most part 60 lb. second-hand rail, and if you were lucky, some 70 lb. on curves. Ballast, or what we might call ballast, was almost non-existent. It was mainly either pit-run gravel, sand or whatever was at hand. Ties were for the most part untreated in earlier years, or what passed for a treated ties in later years. Yet despite the obvious shortcomings, it managed to endear itself to not only those who traveled upon it through necessity, but also to those who worked upon it. From my own observations of this fascinating railway from the late 1940's to today, I have yet to find anyone who does not have some affection for the railway, whether they are a casual passenger or a present or past employee. Each has a tale of the railway that makes for fascinating and interesting reading of sometimes very harrowing trips into the central part of B.C.

In those days prior to 1956, the railway's southern terminal was Squamish, at the head of Howe Sound, where the only connection for the railway with the outside was via tug and barge to either Vancouver, Bellingham, or Seattle; and on occasion to Ladysmith or Jayem on Vancouver Island. Also until 1952, the railway's northern terminal was Quesnel where the only connection north was either by bus for passengers or truck for freight over what was then very unstable roads. As I have mentioned, the railway was the butt of many a joke, and its initials were used in many ways such as "Prince George Eventually", "Past God's Endurance", or the popular "Province's Greatest Expense". Yet despite its many foibles, it was a true pioneer railway without which this province would not be what it is today.

Although we find from either a railfan or modeling point of view a great interest in those early years of the PGE from Squamish to Quesnel, there was a very interesting twelve point seven (12.7) mile section of the PGE that once operated between North Vancouver and Whytecliff (today's Horseshoe Bay) between 1914 and 1928. At the time of its inception, this portion had been intended to be part of the main line from Vancouver to Fort George.

I have long considered that for anyone modeling the early PGE, with its light freight trains and self-propelled passenger cars, that the former North Shore Subdivision would make an ideal subject.

Shortly after the railway was incorporated on February 27, 1912, the new Company had surveyors in the field establishing a route from what had become North Vancouver north to Squamish. Although the first twelve or so miles were relatively easy, beyond that the terrain was considered almost impassable. Not to be daunted, the Company commenced grading in 1913 with the intention of at least opening a line to Whytecliff as soon as possible. Only one major obstacle seemed to be in the way, aside from the numerous creeks and gullies which had to be crossed. The Capilano River posed the most serious problem as the railway would have to cross the river at its mouth, a point which was also subject to tidal action. This fast moving river was very unpredictable and subject to flash floods that were to prove a problem to the railway in its later years.

The first locomotive to be landed on the North Shore was put ashore at the city slip at the foot of

Chesterfield Avenue on November 12, 1913. The locomotive was a saddle-tank locomotive built by The Baldwin Locomotive Works in 1910 (Serial Number 34270), and numbered 2. It was lettered for the Howe Sound Pemberton Valley & Northern Railway, which was then logging in the Squamish Valley, and whose railway the fledgling PGE acquired in 1912. The little No. 2 was quickly put to work, and was soon observed working towards the Capilano River. The locomotive, with its 2-6-2 wheel arrangement, was ideal for the construction trains required on the line. (Ed. Note: The locomotive resides in preservation at the West Coast Railway Heritage Park in Squamish. With a tender that was added in its later life, it is still very much the same as when it was used in North Vancouver.)



Steam Locomotive No. 2 (formerly Howe Sound, Pemberton Valley & Northern No. 2) shown just after it had been unloaded from CPR Barge No. 1 at the foot of Chesterfield Avenue on Wednesday November 12, 1913. No. 2 was the first locomotive on the North Shore and was used initially on the construction of the Pacific Great Eastern Railway from North Vancouver to Whytecliff. It was later sold to Comox Logging & Railway Company on Vancouver Island. Upon termination of steam logging by that Company, the locomotive was taken back to Squamish where it was displayed for many years. Fortunately the engine has now been taken to the West Coast Railway Heritage Park in Squamish, which hopes to restore it to operating condition.

Photograph from the North Shore Museum & Archives Collection.

In order to supply passenger service, the PGE ordered two gasoline-powered cars from the Hall-Scott Motor Company (Berkeley, California). Two cars, numbered 101 and 102, were delivered to the railway at North Vancouver on Christmas Day 1913. Resplendent in a red livery similar to Canadian Pacific's Tuscan red, they were a sight to see. They were classed as Hall-Scott Class M-6 with 150 hp engines. They had HS-MCB trucks, their overall length was 64'-5", width was 10'-0", and they were 13' 0" high from the rail. After a quick examination, they were declared ready for service, and made ready for their first run on January 1, 1914.

In the meantime, the railway had crossed the Capilano River on a single, 100-foot Howe Truss bridge with approach trestle work on either end. The line then extended as far as Dundarave (Mile 5.2 ) from the newly built PGE Depot at the foot of Lonsdale Avenue in North Vancouver. (Ed Note: This first PGE Depot at North Vancouver was completely rebuilt and re-dedicated only a few feet from its original site in September 1997. It was restored by the North Vancouver Museum & Archives and the City of North



Pacific Great Eastern Railway Hall-Scott Gasoline Car No. 102 at North Vancouver prior to departure for Whytecliff in approximately 1922. Note that the car's rear truck has been rebuilt, and that the original chain-drive has been removed. Upon termination of the North Shore Subdivision in 1928, this car was moved to Squamish. It was later used on the Shalalth to Lillooet operation, where it was to remain until the late 1950s. It was later rebuilt to a wayfreight caboose complete with cupola.

Photograph from the Grant Ferguson Collection.

Vancouver, and can be viewed during Museum hours.)

On February 1, 1914, with the two Hall-Scott cars coupled back to back and sitting majestically alongside the new PGE Depot, Conductor Middleton ordered all those possessing invitations to board the train for the trip to Dundarave. The train had two engineers as the two cars would have to operate independently, with one hauling the other to Dundarave, and the other hauling the train back. (Ed. Note: There were no multiple connections in those days.) With Engineers Hall and Edwards, the train soon got underway and ran perfectly to Dundarave, where all declared the trip a perfect success over smooth track.

Meanwhile, the railway was being extended west towards Whytecliff. While the grade had been simple and reasonably level between North Vancouver and Dundarave, it was a far different situation as it progressed further west. The railway encountered numerous streams and gullies, while seemingly quiet in summer months, capable of discharging torrents of water in winter and during spring runoff. Ironically, the first bridge to be constructed after the Capilano River was a road bridge over Marine Drive in what was then the newly created Municipality of West Vancouver. Of interest is the fact that BC Rail uses the same alignment at this point. Although the approaches of the span have changed, the steel centre span over the roadway is the same span as used by the PGE in 1914.

Moving further west at Mile 7.8 there was an extensive framed trestle which was then known as Bridge 13. All the time the track was rising on a steady grade from sea level at Dundarave as it progressed towards Whytecliff. Bridge 14 was of a framed construction with two 30-foot spans where it crossed Cypress Creek. The approaches to the span required excavation of rock work prior to the installation of the trestle work. At Mile 8.3 another bridge was erected, which was again a framed trestle on mud sills just adjacent to Cypress Creek station. It featured a 30-foot span above a roadway beneath, and remains in use by BC Rail today. At Mile 10.4, Eagle Harbour West Bridge 17 was erected, this another framed trestle on mud sills and piles. At Mile 10.7 yet another large bridge was erected. Bridge 18 became famous through the years when the present rail was re-laid through West Vancouver in 1956. This bridge, on a curve, has been the backdrop of many a photograph through the years. Today, this is a concrete deck bridge on concrete piles, not at all like the original trestle on mud sills and piles built by the PGE in 1914.

The last bridge on the line to Whytecliff was at Nelson Creek. This was another unpredictable waterway and required the building of a wing dam upstream from the bridge designed to deflect the rushing waters as they rained down the adjacent mountain side. The track alignment at this point was used again when the railway was re-laid in 1956, but has since been eliminated when the Horseshoe Bay Tunnel was built. There was one smaller stream crossing at Mile 11.36 which required framework on mud sills. From here, the line progressed to the end of track at Mile 12.7, and where a small, but interesting, depot was built. A wye was also built at Whytecliff so that the gas cars could be turned upon their arrival.

The line, complete to Whytecliff, was opened for traffic on July 2, 1914, with Hall-Scott motors 101 and 102 being used again. However, it would be August 21, 1914 before official traffic could commence as the railway had to wait until official authorization No. 260 was made by the inspectorate.

As has been mentioned earlier, the Capilano River, with its unpredictable nature, was a source of trouble to the PGE in the early years. In fact, it only took three days after the official opening of the line to Dundarave that the first trouble came when part of the Capilano Bridge was washed away and the centre Howe Truss span put out of line. Between this first incident and 1919, the bridge was to be put out of action more than fourteen times until it was entirely rebuilt in 1919 with two 100-foot Howe Truss through-spans on a centre pier, with minimal trestle approaches at each end. The last onslaught of the original 100-foot span saw it almost washed out to sea by the surging waters fed by a high tide.

Equipment on the North Shore Subdivision consisted of the two original Hall-Scott gas cars. However,

in 1914, the first of the two cars (No. 101) caught fire and became a total loss in a derailment at Larsens, soon after having departed Whytecliff for North Vancouver. The Company then ordered a second car that was nearly identical to the first No. 101; and it, too, was numbered 101. In 1914, the Company ordered a third Hall-Scott car, which became No. 103. This car was more powerful than the first two, but had a very short life span, being destroyed in a head-on collision with steam locomotive Number 2 in 1916.

In 1914, the Company acquired another steam locomotive for the North Shore. Locomotive No. 3 was built by the Davenport Locomotive Works as Builders No. 1477. An 0-6-0 tender engine, it was used subsequently by the Harbours Board in North Vancouver.

The Company also added additional passenger equipment to the North Shore to be used in the summer



After the North Shore District was terminated, steam locomotive No. 3 was retained on the North Shore where it worked for the Vancouver Harbour Commissioners Terminal Railway until it received its own locomotives. Number 3 is seen at the foot of Chesterfield Avenue where the west leg of the P.G.E. wye is in the foreground. This wye was used to turn the gas cars, as well as serving the Company's barge slip to the North Shore.

Photograph from the Ken Merilees Collection.

months when there was considerable picnic traffic to Whytecliff and summer residents destined for cottages along the rugged shoreline of West Vancouver. The additional equipment was varied and included two of the former Pennsylvania passenger cars that the railway had obtained for the expanding northern service from Squamish. The Company also acquired three passenger trailer cars for the Hall-Scott cars, built by Canadian Car and Foundry, and similar in appearance to the Hall-Scott Cars. Then in 1919 and 1920, the PGE was able to acquire two General Electric gas-electric (Model CRE70B11) cars: one from the defunct Victoria and Sidney Railway on Vancouver Island, and one from the Morrissey, Fernie & Michel Railway. Both cars had been built for the Great Northern Railway. This gave the railway four gas or gas-mechanical cars, and numerous passenger cars that could either be hauled by gas car or by steam locomotive.

Freight traffic on the North Shore Subdivision never amounted to much as West Vancouver became more of a residential and vacation area rather than a industrial one.

There were many occasions when the Company considered discontinuing service due to a lack of demand, but it persisted until 1928. The railway was closed down and the equipment was taken to Squamish where in later years the gas cars did see limited, further usage. A proposal was made in early 1920's that the line be electrified and tied into the North Vancouver streetcar system as an Interurban line, but the scheme never got very far. Ironically, when the line closed down in 1928, two of the cars Nos. 101(2nd) and 102 did see service on the "Central Park" line of BC Electric, as there was a power shortage at that time

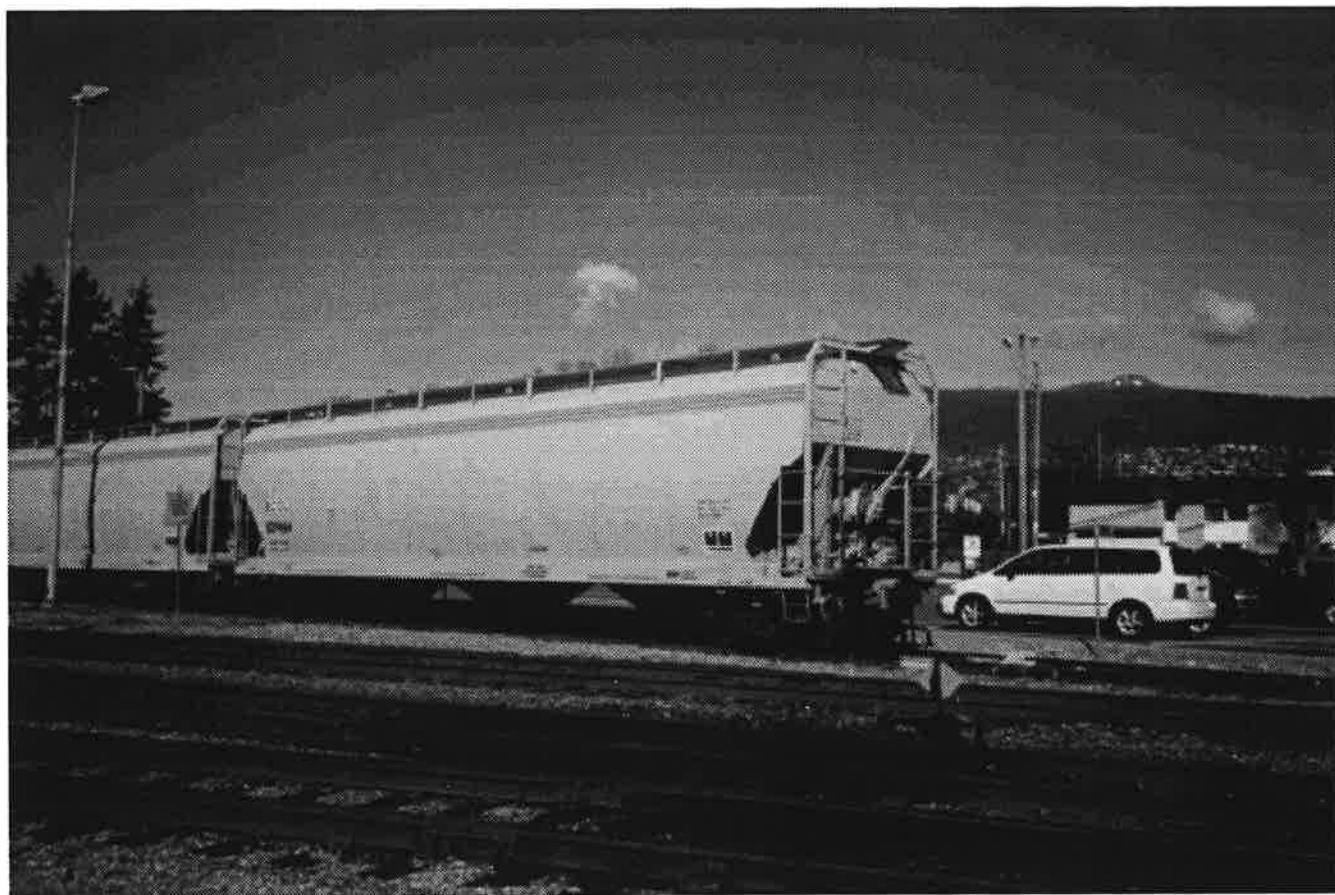
In 1928, when the line through West Vancouver was discontinued, it was not abandoned. When the PGE finally came through to West Vancouver in 1955/56, the same grade was used, and was the scene of many a protest by West Vancouverites who thought that the old railway grade was their private domain, where many a greenhouse and garden plot was plowed under as the rails were again laid along this historic portion of the railway, over a line which once was the domain of Hall-Scott and General Electric gas cars.



General Electric Gas/Mechanical Car No. 104 at Whytecliff station. Note that a 40-foot boxcar is attached to the car. It was quite common for the PGE to use the gas cars to haul freight on the North Shore Subdivision. This car was built originally for the Great Northern Railway, and was later used on its Vancouver Island-subsiidiary, the Victoria & Sidney Railway. It was sold to the PGE in 1919, and remained on the North Shore Subdivision until 1928 when it was taken to Squamish. It remained at Squamish for many years, an element of the much speculated gas car service between Williams Lake and Quesnel. The car did later see service over the PGE as an inspection car on one or two occasions. The date of the photograph is approximately 1924.

Photograph from the late Bordertown Collection No. G-20

## PHOTO FILE



Grant Ferguson sent in this photo of BCOL 829064, one of BCR's new covered hoppers. The car is identical to the drawings of the Thrall hopper in the March issue of Railroad Model Craftsman. While Grant wasn't able to verify the configuration of the roof hatches, he reports that the only obvious difference noted from ground level is the small notch in the side sheets at the ladders and grab irons.

The style of numbers is pure Union Pacific, leading Grant to speculate that "BCOL" could have been applied as a sticker over the UP reporting marks.

Other cars in the 829000 series are "used" rib-side hoppers. It appears that BCR has painted an area black and quickly stenciled new reporting marks and numbers.

## MOTIVE POWER NOTES

Edited by Paul J. Crozier Smith

- Leased MK5000 units spent much of their time working through trains on the Tumbler Ridge Sub, as BC Rail tested operations with diesel units throughout the line. BCR will not be acquiring the MK5000s. They departed on May 22.
- The Japanese export coal contract has been canceled. The GF6C's are rumoured to be retired in September. Diesel alternatives are being evaluated. (PJCS)
- The railway is planning to lease from Helm up to six C30-7s which have been upgraded to C36-7 standards (C30-7A). Also there is a possibility that GECX Dash 8-39B's 8000-8001 and Dash 8-40B 8002 will be leased/purchased. (PJCS)
- Leased MPEX SD40 diesels were in North Vancouver April 5-6, parked together it appeared that they may be done with on BCR. They left shortly thereafter.
- The leased MKCX F45u units (#5525, 5527, and 5529) have all been returned as of February 12. Apparently they never ran well. (PJCS)
- GE B23 -S7 #2000 and Dash 8040B #8002 were returned on April 3, while Boise locomotive SD45U's #9502 and 9532 left on April 6. (PJCS)
- Steam locomotive #3716 did its charter trip to Whistler on March 21. It departed North Vancouver at 1000 hours with consist of power car *Shalalth*, and dome cars *Stardust*, *Twilight*, and *Moonglow* from the *Pacific Starlight* dinner train. Water was taken on at Squamish where freight #4623 South met the train. The charter continued on to Whistler, where the passengers disembarked. The locomotive then deadheaded to the Pemberton wye and followed the Budds back southward. Arrival back in North Vancouver was after 23000 hours. (WCRA News)
- The Budd cars damaged in the February 13 derailment north of Pemberton are returning to service. RDC-3 BC-31, which was the lead car as well as the least damaged, returned to service on February 25. BC-14 returned to the line on May 4. BC-11 was expected to follow one week later.
- BC-30 sustained heavy damage to the mainframe. Both engines, transmissions, and trucks were replaced. It is hoped that RDC-3 BC-30 will be back on line by summer. (PJCS, WCRA News)
- WCRA member Harold Holtby reports that while on a recent holiday in Mazatlan, Mexico, he spotted two Alco units, FNM #710 and 730. Still painted in BC Rail's red, white, and blue colours. Two of the M630s traded as part of the Dash 8 purchase, the locomotives retain the same numbers they had while with BCR. (WCRA News)
- The next RS-18 CAT conversion (#621) was due out of the Squamish shops on June 30. In its absence, the last RS-18 unit (#630) continued to work the Squamish yard.
- B36-7 #7495 became #3612 on June 5, and made its maiden voyage on June 16. B36-7 #7494 is due out of overhaul on September 4.
- B36-7 #3613 was damaged in a grade crossing collision with a truck at Mile 214.5 of the Lillooet Sub on March 5. It was derailed along with four empty chip cars. The loco was the back up to #3607, fully painted in the new lightening stripe paint scheme, and set up for bi-directional operation.
- The railway plans to sell off the remaining Alco/MLW units: C420s #631 and 632, M420W's #641-644 and 646-647, and M420Bs #681-682 and 685. This will mark the sad end of the Alco era on BC

Rail, which started with RSC-3 #561 in 1951. To provide needed power, the railway has ordered five more Dash 9's from General Electric. (Trevor Mills)

- The dinner train F units are not/cannot be used as switchers or in yard service. (PJCS)

## INTERCHANGE

Brad Dunlop, our Products Editor, is seeking answers to the following: When did the deck of the Fraser River bridge at Polley burn off? When was the Lillooet roundhouse torn down? Contact Brad at 170 Jupiter Court, Kelowna BC, V1X 5W5.

Paul J. Cozier Smith, our Motive Power Editor, is seeking a frontal shot of leased Dash 8-40B #8002. Paul also has an HO scale Atlas C30-7 in ATSF paint for sale. Asking price is \$115 Cdn including shipping. Contact Paul at 1148 Balmoral Road, Victoria BC, V8T 1B1.

### Burnaby, B.C. Nov 8-18, TRAINS 98

The 16<sup>th</sup> annual meet and public show, Cameron Rec Centre, 9523 Cameron St., Burnaby. Activities include displays, layout tours, contests, clinics, and banquet. Public show is Sunday, Nov 8, 0900-1600 hours. Meet Registrar Brian Clogg (604) 588-2194. Show Registrar Dick Sutcliffe (604) 467-4301.

## PRODUCTS OF INTEREST

Compiled by Brad Dunlop

With all of the PGE/BCR specific items that have been released since I assumed the duties of this column, we, as a Special Interest Group, have become quite spoiled. I suppose it was inevitable that the number of new products available to us would level off sooner or later. For those of us who call Canada home, this may almost be a

blessing in disguise given the state of our dollar versus the US greenback. It's nearly a crime to have to multiply any advertised US\$ price by 150% to arrive at what it will cost in Can\$.

Enough about that, however. There are always some interesting things to report, and this issue is no exception. We have a trio of well-written video reviews by Editor Ron Tuff. There is a follow-up on Karam's *BC Rail Rolling Stock* book. I was reminded by an advertisement in the June issue of *Trains* that Editor Timothy Horton's works on the PGE and BCR can still be obtained. So this is also included.

An announcement which was tucked away on the last page of Issue 32 indicated the "Prototypically accurate, limited-run HO Scale decals for the Pacific Great Eastern Railway's first two diesels will soon be available." Hopefully most of our readership assumed this decal set would be available on a continuing basis, which is why you haven't as yet placed your order. Thus far, the response has been very limited which can only bode ill for any more of these limited edition runs for our SIG, given the amount of work it takes to produce. I believe the effort put forth by Publisher Jim Moore on this decal set deserves a much better fate than to be halted due to lack of interest. Place an order. I'm going to!

A correction from BCRH&TS member Mike Jackson managed to slip through the cracks while preparing Issue 32. It is regarding Mike's Product Review from Issue 31 on Custom Finishing's Pressure Flow Hopper Kit. Where it says "Now, measure in 3 1/2 inches from each end." In its place, substitute "Now, measure in 3 1/16 inch or a scale 22 feet from each end". Apologies for any inconvenience this may have caused.

As usual, please don't hesitate to contribute any product news or reviews which you believe to be relevant to our SIG. Send them to me at 170 Jupiter Court, Kelowna BC, V1X 5W5.

- Bachmann Industries Inc. (1400 E. Erie Ave. Philadelphia, PA 19124, USA, 215-533-1600) Spectrum-series HO Scale 70-Ton 660 hp diesel switcher has been re-released. MRSP US \$47.95 (Ed Note: #81101, undecorated, would be the one to purchase to match the

decals mentioned in the preamble.)

- Bev-Bel Corp. (39 Union Ave., Cresskill, NJ 07626, USA, 201-567-2161) (products only sold through participating dealers). As part of their on-going custom decorated Athearn series, has released Athearn fifty-foot box cars decorated in BC Rail International Service Dark Green with White Lettering. Bev-Bel #2247-1 is for BC Rail #5579 and #2247-2 for #5584. MSRP US \$11.00 (Ed Note: While this model may not have the historical and/or technical details absolutely correct, it is included here since Bev-Bel typically offers a nice looking paint-job. It may serve as a cost efficient way to "fill" a consist until more prototypically accurate (read "expensive") models can be obtained.
- B.R.M.N.A. (5124 33 Street N.W., Calgary, Alberta, Canada, T2L 1V4, 403-282-8456 Fax 403-289-3783) still has available copies of Timothy Horton's "The Pacific Great Eastern Railway Vol. 2" and "The British Columbia Railway Vols. 1 and 2", which were published between 1986 and 1993. These are excellent pieces of work and should be considered a "must have" for the PGE/BCR follower. If you don't already have them, get them while you can!
- Central Hobbies (2845 Grandview Highway, Vancouver, B.C. Canada, V5M 2E1, 604-431-0771) Hal Kinsey has purchased the remaining inventory of the "BC Rail Freight Car Roster and Pictorial" by Duane Karam, Jr., published by The Society of Freight Car Historians in 1992. This work was reviewed by James Green in Issue 32 and received a very high rating, which I personally agree with now that I have my own copy. (With thanks to Andy Barber!) Hal's price for this work is Cdn \$32.99. Don't forget...when they're gone, they're gone.
- Custom Finishing (379 Tully Road, Orange, MA 01364, USA, 978-575-0367): "We are pleased to announce our latest release of the Tamper Mark III ESTR Track Alignment/Production Tamper as used on BC RAIL. A collector's kit made from Certified American Pewter. Includes NEW detachable laser buggy, two mid trolleys, window blazing,

windshield wipers, and decals. Unit measures 42' and 106' in HO scale when extended on track. All insulated wheels. More than 85 parts. MSRP US \$51.95 plus US \$5.50 for shipping."

- Kato U.S.A. Inc. (100 Remington Rd., Schaumburg, IL 60173) reports an expected summer release of Alco RS-2 and RS-2C diesel road switchers in HO Scale. MRSP TBA. (Ed Note: This should be of interest to anyone wanting to model a PGE RS-3C. Since the A-1-A trucks on the "C" were not evenly spaced as on the "D's", and the RS-2 and RS-3 share a similar cab and body style. If this is your era, check it out and don't forget to let us know!)

## Video Reviews — Ron Tuff

"BC Rail"

Highball Productions

P.O. Box 90046, Tucson AZ 85752-0046

(800) 345-6985

MSRP \$39.95 Cdn

August 1997, VHS 120 minutes

Highball Productions' video "BC Rail" was filmed in 1997 along the mainline from North Vancouver to Prince George. A map of southern British Columbia identifies the key areas and the narrator describes each train by its BC Rail symbol and milepost location. The sequences were videographed over several days as evidenced by the mixture of motive power lash-ups assigned to the symbol freights.

The action begins at North Vancouver with scenes which include the *Whistler Explorer* Budd Cars, *Royal Hudson* #2860, and a rebuilt RS18 and slug switching the yard. A few quick shots along Howe Sound include Britannia Beach and Porteau.

The heavy freight action begins north of Squamish, through the Cheakamus Canyon, into the Pemberton Valley, along Seton Lake, arriving at Lillooet. A C40-8M and an SD40-2 lead most trains, possibly with a C44-9WL or C40-8M as a mid-train remote. There are numerous meets with the Budd Cars and other freights at sidings like Tisdall and D'Arcy.

North of Lillooet, a few interesting locomotives are included in the lash-ups such as RS18 #630, still in its green lightning stripe British Columbia Railway paint, plus leased GECX B39-8 #8002 and a MPI SD45. Several freights and the yard switcher are included at Exeter. Picturesque scenes include the Fraser River Canyon, Lone Butte, Deep Creek, and the bridge over the Cottonwood River.

At Prince George, the railway's two C420's are switching the yard. Both appear to be weather beaten: #631 in BCR green, and #632 in red, white and blue paint. The closing sequence is filmed at Tacheeda and shows Canadian National SD60F's and BC Rail GF6C's exchanging unit coal cars for Tumbler Ridge mines.

Highball's video often includes long sequences of the entire train, which can be helpful if you're specifically interested in the type of rolling stock to recreate prototypically accurate trains. I found the background wind noise and the mispronunciation of some of the locations a little annoying. These are minor points, however, and should not distract anyone from adding "BC Rail" to their video collection.

### **"Steam to Squamish"**

Pentrex

P.O. Box 94911, Pasadena, CA 91109

(800) 950-9333

MSRP \$25.95 Cdn

August 1997, VHS 42 minutes

"Steam to Squamish" highlights the operation of BC Rail's two ex Canadian Pacific Railway steam locomotives along the Howe Sound, from North Vancouver to Squamish.

The first sequence opens with Consolidation #3716, resplendent in its shiny black boiler jacket, grimy black smoke box and maroon cab and tender panels. Amidst heavy clouds of steam from the cylinders, #3716 prepares to haul a special charter to Squamish. Since the Consolidation doesn't see as much service as Royal Hudson #2860, the Pentrex videographers begin chase. The special meets a southbound freight in the hole at Brunswick, led by C40-8M #4619, which has arrived earlier and made a cut to clear the road crossing, while the crew waits for both steam trains. Arriving at Squamish, the

coaches are backed into town while #3716 and box car #76 *Cheakamus River* are wye'd at the shops.

On another day, *Royal Hudson* #2860's stainless steel boiler jacket sparkles in the morning sun. With twelve cars in tow, including *Cheakamus River*, ten Canadian Car & Foundry ex VIA Rail coaches, and observation *Mount Cascade*, the scheduled passenger train sets out for Squamish. Videography includes trackside footage of the magnificent vistas along Horseshoe Bay, the Porteau Cove Tunnel, Britannia Beach's copper stamp mill, mining museum, and burnt out coastal passenger ship tied up at the dock. At Squamish, the local logging, sawmill, and boom boats add interest to the trackside local industry.

The Pentrex crew also arranged a cab ride and rode with engineer Joe Mazur. Joe explains the operation of the air reverse wheel common on many C.P.R. steam locomotives. This wheel replaces the more common notched lever Johnson Bar and allows the engineer to fine tune the locomotive's performance.

"Steam to Squamish" is another excellent Pentrex production. Subtitles identify the engine type and its location. Historical background on each engine's class, builder, and date are included in the narration. The camera work is steady and the sequences include not only the trains, but also the surrounding scenery necessary to build convincing models. Three additional preview minutes of Pentrex's other recent BC Rail production "BC Rail Cab Ride-Sea to Sky" is also included, with sequences of C40-8M, C44-9WL, Budd Cars, RS18 locomotives, the school train, and helper sets on the Squamish and Lillooet Subdivisions.

### **"BC Rail Cab Ride - From Sea To Sky"**

Pentrex

P.O. Box 94911, Pasadena, CA 91109

(800) 950-9333

MSRP \$37.95 Cdn

August 1997, VHS 105 minutes

Pentrex has once again featured BC Rail in a full length video production titled "BC Rail Cab Ride - From Sea to Sky". When it was recommended at the local hobby shop, I read the title and was

skeptical of the content. I didn't want to purchase a tourism style documentary of British Columbia. My fears were unfounded!

The video unfolds in North Vancouver by explaining the railway's operations using reference maps and captions while BC Rail and Vancouver Wharves' locomotives switch the yard. The *Cariboo Prospector* RDC's depart and the videographers follow them to Squamish. At the head of Howe Sound, the action leaves the sea, climbing the Coastal Mountain Range toward the sky.

The tape concentrates on the progress of a typical northbound freight from Squamish to Cariboo Country over a period of several days action. In contrast to many videos, only a few segments of the tape are filmed from the cab of a General Electric C40-8M. Instead, after introducing the first crew while they're in action, the video tells the train's story. This includes the gruelling climb through Cheakamus Canyon in a rainstorm, and numerous meets with freights and passengers at locations such as Garibaldi Siding, McGuire, and Green Lake. At D'Arcy, a southbound freight meets the three-unit helpers led by 9-44CWL #4641. The program pauses to video the helpers cut into the consist while explaining the action. The balance of the northbound trip along Anderson and Seton Lakes features meets at Marne, Seton Portage, and Retaskit.

At Lillooet, the school train operation, using 'Budd Wiser' and CRS20 #629 is explained. A northbound freight heads across the bridge at Polley, on to Glenfraser, and the horseshoe curve at Pavilion; eventually cresting the summit at Kelly Lake and entering Cariboo Country.

An additional four minutes from the two previous Pentrex productions "BC Rail" and "Steam to Squamish" are included. This tape was definitely not a disappointment! In fact, with video of what may be the last year of operation for the Budd Cars, the 10 passenger trains, 11 different freight trains, helper service and green lightning stripe RS18 #630 working the Squamish yard made this video worth every cent.

## N.M.R.A. Special Interest Groups

Ron Tuff

During the inaugural British Columbia Railway Historical & Technical Society convention held at Squamish in August 1996, a discussion began on the advantages of the society becoming a N.M.R.A. Special Interest Group (S.I.G.). Such groups are independent, non-profit, membership groups organized to provide a forum for the exchange of prototype or model railroad information.

The B.C.R.H. & T.S. would be recognized as a Prototype Railroad Group interested in the historical and technical aspects of our hobby. S.I.G. members are not required to be members of the N.M.R.A., however our S.I.G. Co-ordinator must be. The N.M.R.A. does not oversee our S.I.G. activities nor does it influence any financial decisions except to collect an initial registration fee of \$10 USD. No annual fees are paid to the N.M.R.A.

What are the benefits of this affiliation? The primary goal is to provide a useful service to N.M.R.A. members by identifying organizations like ours. This is accomplished at least annually when the N.M.R.A.'s monthly magazine, *The Bulletin*, lists all the active S.I.G.s. They will also provide meeting and display space at N.M.R.A. conventions for special interest groups.

As a Prototype Railroad S.I.G., the B.C.R.H. &

Prototypically accurate, limited-run HO scale decals for the Pacific Great Eastern Railway's first two diesels will soon be available. Designed for use on Spectrum's General Electric 44-ton and 70-ton diesels, the set includes black, orange, dark green, and yellow markings.

This unique set will feature enough material to decorate the as-delivered appearance of the 65-tonner, as well as the three known schemes of the 70-tonners.

Each set will retail for \$11.50 USD or C\$14.50. Send check or money order (payable to "Jim Moore") to BCRHTS, 25852 McBean Parkway #187, Valencia, CA 91355-3705. Allow four weeks for delivery.

T.S. will also assume some responsibilities. We must establish a S.I.G. Co-ordinator (a volunteer is required) to liaison with the N.M.R.A. We must also provide proof of activity by sending a complimentary copy of each issue of *The Cariboo* to the N.M.R.A. for inclusion in the N.M.R.A.'s Kalmbach Memorial Library in Chattanooga, Tennessee. A standard disclaimer must be published in each issue indicating both organizations are not-for-profit and have chosen to affiliate for the mutual benefit of both memberships. Neither group is responsible for the publications and/or actions of the other group. Finally, the B.C.R.H. & T.S. must at least annually recommend N.M.R.A. membership in *The Cariboo*.

To register, an application form must be completed and returned along with a recent copy of *The Cariboo*, the \$10 USD registration fee, and a simple profit and loss statement of the B.C.R.H. & T.S. indicating we are non-profit. A sample letter welcoming new members is also required.

For the cost of the registration fee and a complimentary subscription, we can reach out to approximately 25,000 N.M.R.A. members. Who knows how many closet PGE/BC Rail enthusiasts are out there? For those of you with access to the Internet, more information can be found on the N.M.R.A. site at <http://www.nmra.org>

---



Boise Locomotive MK5000C "demo" 9903, was returned back to BC Rail on a northbound freight, led by Dash 8-40CM 4625, on October 23, 1997, after getting her waterpump repaired at Caterpillar's Burnaby shops. James Green caught the long 5,000 horsepower unit at Squamish, that day.