



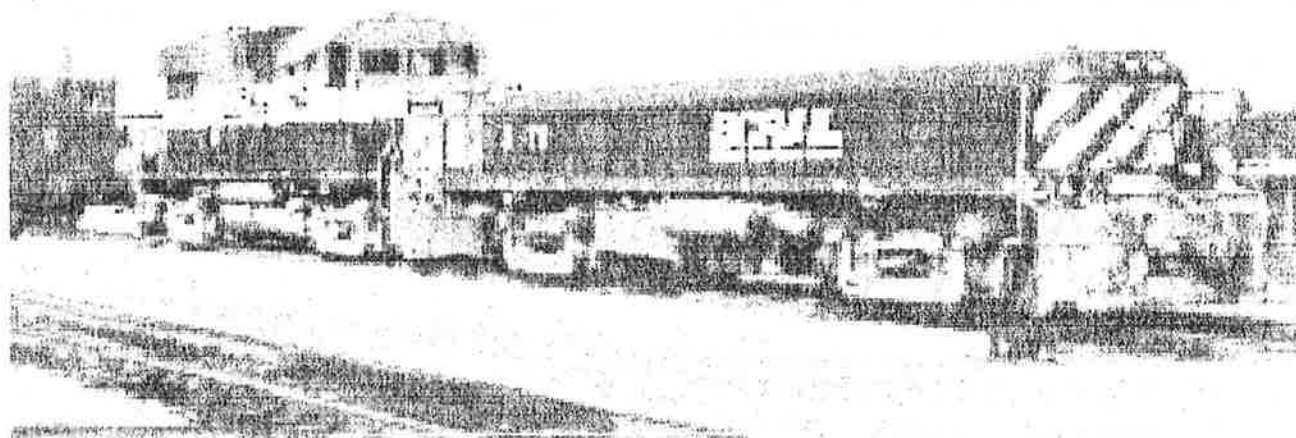
The CARIBOO



The British Columbia Railway Historical & Technical Society

Issue 34

FALL 1998



Model a N Scale Slug

Dinner Train

BC Rail SD40-2's

Model GECX Dash 8-40B 8002

Model a CRS 20

EDITORIAL

An editorial is something that I hope that I will not often need to write, but at this point in time of our society I think it is justified.

After Issue 33, Jim Moore put down his pen as publisher and executive editor. I wish to thank him for the foresight and conviction to start this group when nobody else had the fortitude to do so. We have been lucky to have such an individual in our midst. As of this Issue 34, I take over as executive editor. Publishing will be done at whatever printing house we can get the best deal with the best quality. In that regard I would like to thank Laszlo Dora for taking on the co-ordination with a publisher and the mailing.

Ray Konrath has taken over as the membership person. You can send your dues to the following address; 2166 Lannon Way, Sidney, B.C., V8L 4K2. Many thanks go to Andy Barber who has organized the dues area for sometime.

There is always some change, though I hope it is minimal, when a publication goes through a change of editors there is always some. My apologies to anyone that may not like the way I do things and please let me know. I will not say that I will take your suggestion on but I will seriously look at it.

Paul

Cover Photo

BC Rail ex-RSC-3 slug S-410 and mother RS-10u 606.2 at North Vancouver yards on August 24, 1994.

Photo by Paul J. Crozier Smith

1999 CONVENTION

Your convention committee Timothy Horton, Convention Chairman; Brian Clogg, Registrar; Andy Barber, Treasurer have been working on our second convention. It will be held at the College of New Caledonia in Prince George from August 12 to 15, 1999.

A preliminary itinerary is as follows: guided tours of BC Rail's Prince George shops and of local online industries, access to the Central BC Railway and Forest Museum, clinics on BC Rail equipment and operations, clinics on PGE/BCR modelling, HO and N scale model displays, model and photo contests, commercial tables & displays, and evening banquet & keynote speaker.

Contact Brian Clogg, 15440 99A Ave., Surrey, B.C., V3R 9H4 604-588-2194 for more information and watch here for more on the convention.

The CARIBOO

Executive Editor Paul J. Crozier Smith

Editors Jim Moore
Brad Dunlop
Timothy J. Horton
Greg M. Kennelly
Ron Tuff

Membership Ray Konrath

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

All submissions are subject to editing as a condition of publication. Material will not be returned unless other arrangements have been agreed upon in advanced.

The editors encourage submission of photographs and other illustrations which help reinforce the content of the material submitted. Appropriate captions and credit should be included. Photographs maybe either B&W or colour prints, or slides.

We also accept submissions via the Internet. My address is pcorzier@direct.ca or by mail to 1148 Balmoral Rd., Victoria, B.C., V8T 1B1.

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Dues should be paid to Ray Konrath, 2166 Lannon Way, Sidney, B.C., V8L 4K2. At the rates of \$20US for US members and \$25Can for Canadian members. Overseas members contact Ray for rates.

THE BC RAIL SLUG UNITS: CREATING A MODEL IN N SCALE

by
Timothy J. Horton

The Prototype

Since the retirement of BC Rail's RSC-3m, RS-3 and RS-10 locomotives in 1985, most switching and transfer work has been handled by the railway's RS-18 and C-420 locomotives. These units are often seen working in tandem with an auxiliary yard (non powered) engine, commonly referred to as a 'slug'.

During the 1980s many North American railroads rebuilt retired first generation diesel locomotives into auxiliary yard engines. The British Columbia Railway constructed its first slug unit in the shops at Squamish in 1981, utilizing the chassis, trucks and traction motors from retired RSC-3m 564. Two locomotives, C-420s 631 and 632, were fitted with master control equipment in order to operate with the slug unit which entered service as *S-401*.

Between 1983 and 1987 a further nine slug units, S 402 to S 410, were built. In addition RS-18 locomotives 601, 603 and 605-612 were fitted with slug master control equipment. Since 1990 the slug units have been modified to operate with the Caterpillar-repowered CRS20 (RS-18u) locomotives only, which should enable them to continue in service into the next century.

The Model

It was while working on a pair of Atlas N scale RS-3 diesel locomotives that I began to consider the possibility of modelling a slug unit in N scale. It occurred to me that just as the prototype had been constructed from components of a retired RSC-3m locomotive, an N scale model could also be built utilizing the parts which were readily available from Atlas Model Railroad Co., Inc. RS-3. As I did not wish to power my model, the cost of purchasing the necessary parts was quite modest and the model could be built inexpensively.

The bill of materials lists the parts which were ordered from the Atlas Model Railroad Co., Inc. Although it has been several years since I constructed my model, these parts should be readily available as the RS-3 has since been re-issued. The only other necessary items were Miniatures by Eric castings for the headlight and pilots, couplers, some scrap styrene and the appropriate Microscale Decal set.

The Carbody

The carbody was fabricated first as it was needed for reference when modifying the chassis. The carbody for my model of the *S-401* was created by joining together four different sections which had been cut from the RS-3 shells. Working from photographs, the sections were chosen carefully to provide both ends and to ensure the correct door and filter arrangement on the model. It is recommended that you select a particular prototype and work from photographs as these arrangements differ from unit to unit.

Working from my photographs of the *S-401*, I cut four sections from two RS-3 bodysells using an Xacto sawblade and sharp knife. Prior to being joined, the edges of the sections were dressed with

a file, taking care to keep things square. This step is essential for a successful joint. The four sections were then welded together using Weldon 3 plastic cement. After applying the cement with a brush the sections were pressed together firmly, again taking care to keep the parts square with each other. When dry the joints were sanded with fine wet/dry sandpaper.

The carbody is now the correct length, but it must be cut down to the correct height. This was done by lightly scribing a line at the correct location along both sides of the carbody. The lines were then connected across both ends of the carbody. To ensure an accurate cut I opted to perform this one with an Xacto knife. For procedures such as this it is always best to use a brand new blade. By repeatedly drawing the blade slowly along the scribe line, the cut was deepened until the lower part could be snapped off cleanly. Once finished, the carbody was placed on a piece of fine wet/dry sandpaper and the bottom edge was dressed flat. The next step was to remove all unwanted detail such as louvers, grabirons, etc. The only detail items I wanted were three sets of louvers on each side, and two grabirons, one at each end on the corner of the carbody. All other details were removed using an Xacto #17 chisel blade. This should be done slowly and carefully so as not to damage the carbody. Finally, the areas from which detail had been removed were sanded smooth with fine wet/dry sandpaper.

The only additional detail items required for my model of the *S-401* were the headlight and brakewheel. Modellers should note that the headlight installation on the slugs does vary – some have a twin headlight with separate housings while others have a twin headlight in a single housing. This reflects the variety of headlights found on the original RS-3 units, from which they were no doubt obtained. I installed a Miniatures by Eric twin beam headlight at the front end using ACC, and a brakewheel at the rear end. I used the stock Atlas brakewheel (a nice piece of molding) but a brass brakewheel could be used instead. In a similar fashion, brass grabirons from Gold Metal Models could be used in place of the molded grabirons on the model. This completed the *S-401* carbody.

The Chassis

The Atlas RS-3 chassis consists of two halves which are joined at each end by a hex nut and screw with an insulating bushing. The chassis must be cut down in height and notched at the ends to accommodate the new carbody. With the two halves screwed together, I located the line with a pencil where the cut was to be made. After completing the cuts with an Xacto sawblade, they were dressed with a file.

In order to accommodate the rounded profile at each end of the carbody, the ends of the chassis must be notched. Again, an Xacto sawblade was used, sawing through one half at a time. These cuts were made with the two chassis halves taped together as the cuts intersect the locating holes for the hex nuts and screws, but not enough to prevent them from doing their job. After reinserting the hex nuts and screws, they were customized to match the notch line. The plastic hex nuts were altered using an Xacto knife and brass screws were altered with a file. The two halves were then separated and washed thoroughly to remove the metal filings.

After removing the Rapido couplers and pockets from the Atlas trucks, the wheel sets and gears were inserted. I found that the gears, while not required for a non-powered unit, helped to provide smoother operation. The two chassis halves were then re-assembled with the modified Atlas trucks. While I did not do so, it is worth noting that the motor cavity provides an opportunity to add additional

weight if desired. The chassis was completed with the addition of a stock Atlas fuel tank, which snaps into place. The fuel tank was left in place on the first units which were equipped with a fuel transfer system enabling them to carry additional fuel for the master locomotive. Later units were completed without the fuel tank.

The Deck/Handrail Assembly

The Atlas RS-3 deck/handrail assembly features a nicely molded deck surface and handrails, but unfortunately a portion of these features are missing where the cab sits. In addition, the profile of the handrails and stanchions is raised on either side of the cab so as to sit on top of the battery boxes. To create an accurate deck/handrail assembly for the slug unit, I realized that two parts would have to be spliced together in order to form a handrail of even height along the whole length. This part of the project presented the greatest challenge as it required working with Delrin parts. While easy to cut and modify the parts, Delrin presents a challenge when using adhesives and paints.

To create the deck/handrail assembly for the N scale slug unit, two Atlas parts were measured and cut ahead of the location where the handrails curve upwards toward the cab. Care was taken to make clean cuts exactly perpendicular to the side of the deck. The location of the cuts in the deck were staggered from those in the handrails to help make the joint less obvious. Prior to joining the two halves, the work on the ends was done so as not to create undue stress on the joint.

The ends were modified with the addition of Miniatures by Eric brass pilots. First, the end handrails were carefully cut away and set aside. Then the original Delrin pilots were filed away, taking care not to disturb the stepwells. Prior to their installation the brass pilots were tested to make sure that the couplers would fit into the opening, and the footboards were removed from the rear pilot only. Both pilots were then attached to the deck/handrail halves with ACC, and the end handrails were re-attached, this time to the new brass pilots. A styrene shim was cemented behind the pilots and a pair of Micro-Trains 1021 couplers was installed with mounting screws.

The British Columbia Railway slug units have an electrical box which sits on the rear deck. This is where the electrical connections from the master locomotive are attached. This box was made from a rectangular piece of strip styrene and the tread on top was created by adding a piece of the Atlas deck from one of the discarded deck/handrail halves.

With the ends complete, the two halves of the deck/handrail assembly were finally joined together with ACC. Initially I was skeptical as to whether or not this would work, but the joint has held up well and many viewers of the completed model have found it difficult or impossible to locate the joint.

The Painting and Lettering

The first five slug units built by the British Columbia Railway were painted in the dark green scheme with yellow frames, end handrails and pilots. Diagonal white stripes were applied to the nose, and the dogwood logo and road number were added to the carbody sides. The decals for this scheme may be obtained from Microscale decal set #60-783. The last five slug units were completed in the blue scheme with aluminum pilots, trucks, etc. The same decals may be used for the end stripes and road number, but the stylized BC Rail logo in white will have to be obtained from set #60-931 (vision caboose) or perhaps the HO locomotive set from Andy Wegmuller which contains several different sizes

of the logo in white.

I painted the carbody and deck/handrail assembly BCR Dark Green using a mixture of Floquil paints. The frame, end handrails, pilots, electrical box, grabirons and brakewheel were painted BCR Yellow. The model was then finished with a gloss coat in preparation for the decals.

Thanks to my friend and colleague Greg Kennelly who edited the Microscale locomotive decal set prior to its release and knew of my model, the set includes the correct road number for *S-401*, which on the prototype was unique in that it was applied in italic type with a bold S and a hyphen. The end stripes presented a challenge, however, as on the first slug only they extended along the carbody sides for a distance of 93". To achieve this on the model it was necessary to overlap three separate pieces of diagonal striping. I practised this technique on the side of a spare boxcar prior to applying the stripes on my model of the slug.

The remaining decals included the dogwood logo which on the first slug was located towards the rear of the carbody. A red fire extinguisher symbol was located on one of the left hand side doors and the black letters found at each end of the yellow frame stripe were applied. The decals for these letters required some re-arranging as they were applied incorrectly on the prototype. The airhoses on the

BILL OF MATERIALS

(for Slug *S-401*)

Parts:

Atlas RS-3	420022	Body Shell – undecorated	2
	420007	Mainframe – left half	1
	420008	Mainframe – right half	1
	420004	Insulating Bushing – pair	1 pkg.
	420005	Insulating Hex Nuts – pair	1 pkg.
	420006	Mainframe Screws – pair	1 pkg.
	420021	Handrail/Running Board Assembly	2
	420029	Fuel Tank	1
	420010	Truck Assembly – pair	1 pkg.
	420027	Brakewheel	1
Evergreen	n/a	strip styrene (for electrical box, scraps Coupler shims)	
Micro-Trains	1021	Body Mount Short Shank Coupler (2 pr.)(2 pr.)	1 pkg.
Miniatures	NL1	Twin Headlight & Single Rear Light	1 pkg.
By Eric	NP6	RS-3 Pilots – pair	1 pkg.

Decals

Microscale	60-783	BCR locomotives (two-tone green)	1 set
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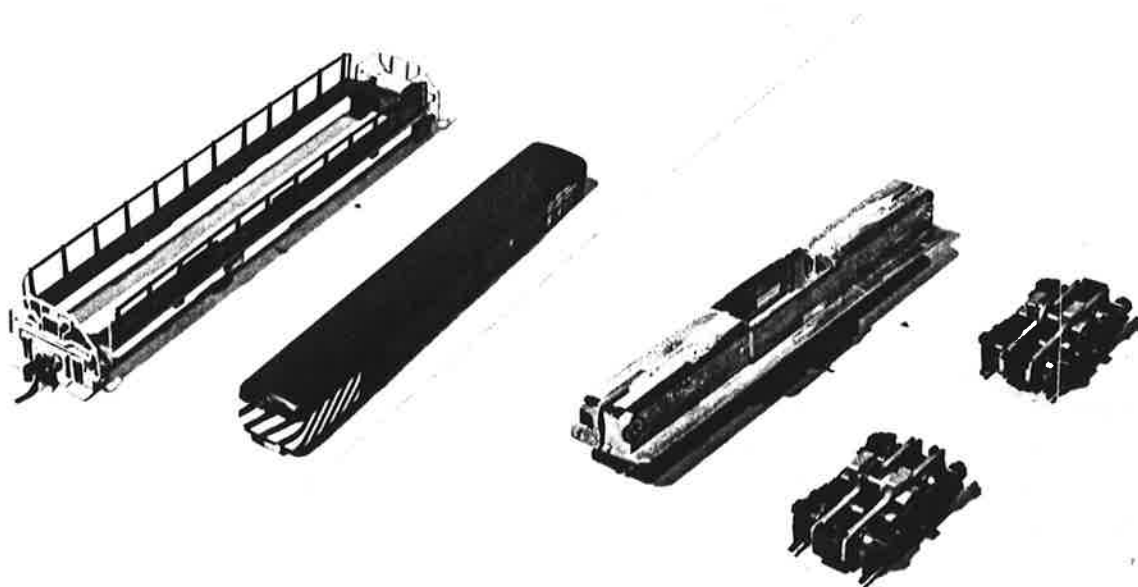


Fig. 1 The model of BCR slug *S-401* disassembled to show its component parts as completed. From left to right: deck/handrail assembly, carbody, chassis and trucks. Photo by Wayne Sutton.

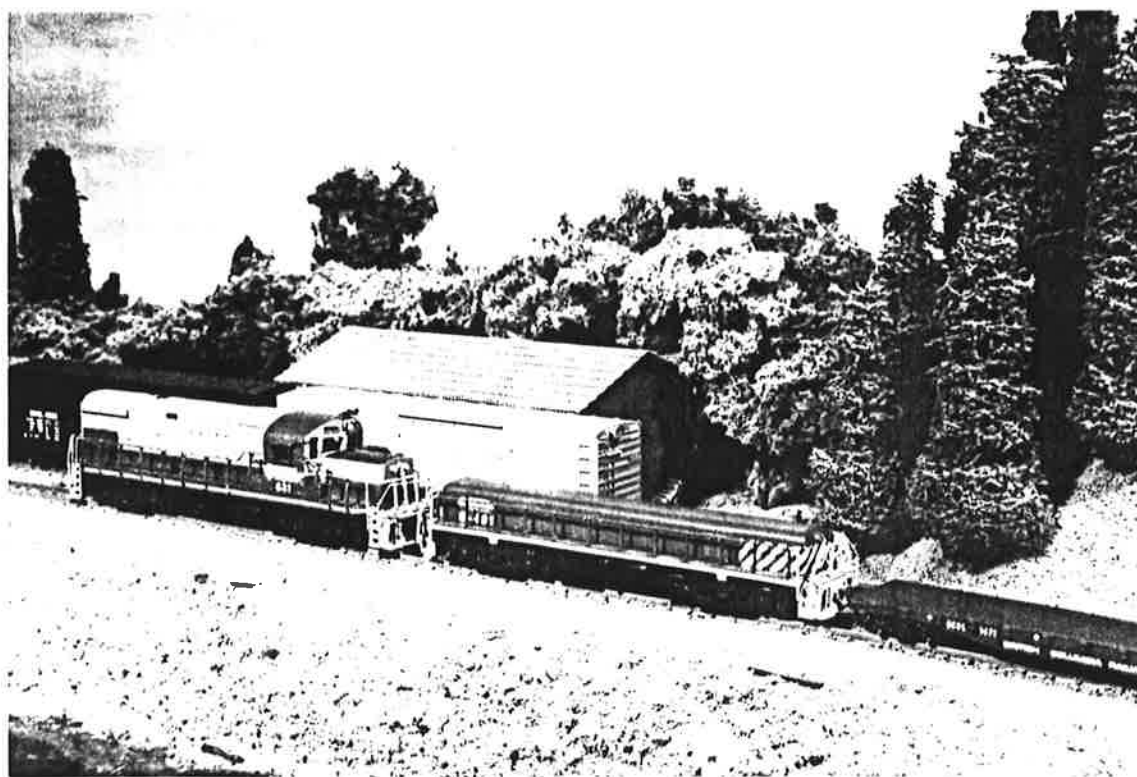


Fig. 2 The completed model of BCR slug *S-401*, seen paired with C-420 631 modelled by Mike Mohr. Note the unique placement of the decals for this prototype. Photo by Wayne Sutton.

pilots were painted black and the headlights were painted silver. Finally, the entire model was sealed with a coat of Micro Flat.

This was a successful project which resulted in a unique and interesting model. It has since appeared at numerous model railway shows, paired with Mike Mohr's model of C-420 631. I am currently working on a model of RS-10u 601:2 which will serve as my own master locomotive for the S-401.

What To Do For Dinner

by Ray Konrath

What to do on your holidays. The wife said why not take the BC Rail dinner train, after some thought I agreed. We phoned some friends in Richmond and they agreed to come along. We booked seats in the Stardust, which is a full dome car. When you book your seats you also choose your meal from the menu. The train has seating for about 350 people.

Schedule

Wednesday-Sunday

June 6th-October 31st

Departs BC Rail station, North Vancouver 1815 (6:15PM)

Arrives Porteau Cove 1945 (7:45PM)

Departs Porteau Cove 2030 (8:30PM)

Arrives BC Rail station, North Vancouver 2145 (9:45PM)

Fares

Quoted in Canadian dollars, exclusive of GST and gratuities, and include full three course meal. Wine and bar service extra. Salon seating \$69 and Dome seating \$84 (Editor's Note these prices in the inaugural year). Cancellations and reschedules must be made at least 72 hours prior to departure.

Menu

Summer (June 6th-August 31st)

Appetizer

Summer Vegetable Millefeuille

Confit of vegetables layered with crisp pastry leaves, watercress and roasted garlic. Gazpachio vinaigrette.

Entrees

Roasted BC Salmon

Fresh Salmon roasted with soya, sesame and lemon grass with vegetables, wasabi rice and chive beurre blanc.

Beef Wellington

Five ounce beef tenderloin with mushrooms and foie gras, baked in puff pastry. Vegetables and roasted potatoes. Madeira jus.

Black Pepper Chicken

Fresh Fraser Valley chicken breast roasted with cracked pepper, chervil and lemon. Served with vegetables and potatoes.

Vegetable Rotolo

Roasted vegetables and pasta with ricotta and sage tomato sauce.

Desserts**White Chocolate Soup**

Chilled chocolate soup with marinated strawberries.

Apple Pear Crumble

Sweet BC apples and pears baked with roasted pecan streusel.

Autumn (September 1st to October 31st)

Appetizer**Woodland Mushroom Tart**

Mixed autumn mushrooms, leeks and Asiago cheese baked in fresh pastry.

Entrees**Roasted BC Salmon**

Fresh Salmon roasted with soya, sesame and lemon grass with vegetables and rhubarb sauce.

Stuffed Breast of Guinea Fowl

Free range BC Pintell stuffed with spinach and Ricotta cheese, sliced over roast garlic-whipped potatoes.

Filet of Beef Tenderloin

Seared five ounce tenderloin served medium with artichoke, roast eggplant and pearl onion ragout.

Vegetable Rotolo

Roasted vegetables and pasta with ricotta and sage tomato sauce.

Desserts**White Chocolate Soup**

Chilled chocolate soup with marinated strawberries.

Crème Brulle

Baked custard with sundried berries and nuts.

Children's Menu

Available for our junior passengers (as well as regular menu items)

Order at time of reservation.

Special Events

Christmas Parties, December 11,12,13,18,19,20, 1997

New Year's Eve, December 31, 1997

Valentine's Day, February 14, 1998

Easter Brunch, April 12, 1998

Mother's Day Brunch, May 10, 1998

Call for details and reservations.

Helpful Information

Parking available at BC Rail Station, North Vancouver.

High heels not recommended.

We prefer that you dress in fine dining attire.

Please take weather and train movement into account as you will be able to disembark at Porteau Cove.

When seated at a table with another party it is considered proper train etiquette to sit on the same side as your guest, facing your table mates.

You are welcome to bring your camera as the scenery at Porteau Cove is spectacular.

Comfortable restrooms are throughout the train and at Porteau Cove.

Please no smoking while on board the train.

We arrived in lots of time on the Wednesday night. The ladies looked around the small gift shop while the boys went and looked at the Royal Hudson. Before departure a photographer takes your picture, which is ready when you return. When you step out onto the platform for boarding there is an eight piece band and soloist rendering music of the 40's and 50's. When you board the train you are seated at your table. On the way to Porteau Cove you are served your appetizer and entrée along with your choice of what you would like to drink.

The scenery is fantastic and the trip to Porteau Cove is all to short. You spend about 45 minutes at Porteau Cove during which the band that was at the North Vancouver station plays (it has packed up and moved to Porteau Cove and setup). There are chairs where you can sit and listen or an area to dance to the music if so inclined.

There are ten cars as well as the locomotive in the consist. You can walk through eight of the train at this time if you wish. The cars are #150 *Indigo*, #151 *Moonglow* dome, #152 *Stardust* full dome, #153 *Twilight* dome, #154 *Rainbow*, #155 *Apollo*, #157 *Continental*, #158 *Manhattan*, #156 *Savoy* kitchen, generator car, BCOL-76 *Cheakamus River* a 40 foot UC brake equipped for passenger train service and locomotive GE B36-7 3613 (3607 is also used on occasion).

On the trip back to North Vancouver, you are served your dessert and coffee. The meals are provided and served by Delta Hotels and the train is operated by BC Rail.

It got dark about half way back to North Vancouver station thus making the lights of Vancouver a spectacular sight. When we arrived at the station the band was again setup and playing.

The meal was excellent, the scenery fantastic, all in all well worth the cost. I do recommend spending the extra to ride in one of the dome cars.

NEWS ITEMS

BC Rail reported a \$40.2 million profit for 1997, up \$3.9 million from the previous year. The good news is softened, however, by that fact that non-transportation business contributed 40 percent of the year's net income. Contributing to the downturn in core business profits was the drop in the forest industry and the overall poor state of the provincial economy. Illustrations of this downturn are/were the railway's ability to operate without the benefit of any leased motive power, the storage of owned locomotives, and the delay of locomotive purchases.

The Pacific Starlight dinner train program posted a profit in its first season.

Contrary to an earlier report, BC Rail has decided not to move ahead with the anticipated purchase of the MK5000C units. In fact, the demonstrators were returned to Boise Locomotive, via interchange with BNSF on May 25.

BC Rail continues its search for additional motive power, and General Electric appears to be the favored supplier. Latest word is that six C30-7s from GE/Helm [GE is supplying parts and locomotives and Helm the work force and shop space as far as can be determined](upgraded to 3600hp with new EFl engine) and GECX 8000-8002 will soon be added. Anticipated for fall 1998 arrival are 3 four-axle Dash 8 rebuilds with 3900 hp, and the 6 six-axle (3600 hp) rebuilds for the spring.

B36-7 3607, regular power on the Pacific Starlight dinner train, experienced some loading problems in late August; resulting in the Starlight being powered by a pair of Dash 8-40CMs.

B36-7 7495 was outshopped as 3612, making its maiden trip on June 16. Next out was 7494 in October.

RS-18u (BC Rail designates them CRS-20)rebuild 621 was outshopped in July. All remaining Alco/MLW power (except RS-18 630 and C-420s 631 and 632) were returned to Squamish for storage early last summer.

False alarm: When Alco fans learned of RS-18 630s shut down at the end of shift on August 13, the event was believed to mark the end of Alco/MLW days on the railway. The unit, which for the past several years had served as the Squamish yard switcher, was slated to enter the CAT rebuild program, the last of the RS-18s to be upgraded. The 630 was returned to duty on August 27, when her replacement fell victim to flat wheels. So, once again, the unmistakable sound of a MLW prime mover was evident into September. Delivered in August 1966, RS-18 630 was the last locomotive purchased by the Pacific Great Eastern Railway.

B36-7 3603 was spotted at the North Vancouver passenger station on July 11 with a charter consisting of power car *Shalalth*, and coaches *Dragon*, *Capilano*, and *Sunset Beach*. She now sports an upgraded cab painted solid blue, with long hood still in ATSF blue and yellow.

Royal Hudson steam locomotive 2860 was pulled from service in late June with boiler problems and was subsequently sent to the Squamish steam shop for repairs. Sources indicate that the engine was "primed" while being watered at Squamish on June 17, then ran back to North Van with the water glass full; meaning the engine was working "water" instead of "steam". The damage is reported as being quite serious; eight broken stays, a superheater leak, five leaking tubes, cracks in the crown and tube sheets, and cylinder head. In its absence, Consolidation 3716 was utilized for the excursion train.

Sulphur Corporation of Canada, Ridley Terminals, and the Prince Rupert Port are proceeding with plans to construct a state-of-the-art sulphur export facility in Prince Rupert.

BC Rail's SD40-2's

by James Green

During the 87 years of the PGE, BCR and BC Rail (91 years if you include the HSPV&N and HS&N) has been in operation, the SD40-2 has been the only diesel locomotive owned by the railway of EMD/GMD manufacture (except for the GF6C which is of course an electric. These popular North American-wide diesel locomotives are, without a doubt, the most observed on BC Rail freight trains today; whether they are assisting the big mainline GE's, utilized as a mid-train "slave" or leading a short wayfreight.

An EMD Showcase

In January, 1972, EMD (Electro-Motive Division) kicked off the year by introducing a new production line of locomotive known as "Dash 2's". Based on its earlier forerunner, the SD40, the first newly designated model known as the SD40-2 rolled out of EMD's La Grange, Illinois plant for the Chicago & North Western Railway 637 that January. During that time the new "SD" (Special Duty) models instantly became popular from the start.

Unveiled only three months before the Pacific Great Eastern became the British Columbia Railway in April, 1972, North American roads across Canada and the United States were anxious to purchase the new SD40-2 model as fast as possible. However, the BCR with as much or as little disregard continued on to purchase Alco/MLW products.

BCR gets hooked

BCR became sick and tired of high and rising maintenance costs on the railway's MLW locomotives in the late 1970's. Faced with a motive power shortage crisis, eight years after EMD's first SD40-2 that BCR did not hesitate to place an order for twelve General Motors Diesel Division (GMDD was opened up in 1950 to serve the Canadian market) SD40-2's in September, 1980, numbered 751-762. Priced at a cool \$1M each, units 751-754 were the first to arrive late that September from the GMDD plant in London, Ontario. The next month the remaining eight units, numbered 755-762 finally arrived on BCR's property in North Vancouver.

BCR's 1980 twelve unit order was not to stop there though. In 1985, nearly five years after the railway purchased their first SD40-2's the railway, now known as BC Rail (June 19, 1984) ordered five more units numbered 763-767 from London in July. Distinctively, these units were tacked onto a CP Rail order and subsequently received a number of CP features. The most obvious of these features are the exclusion of the rear number boards. Also notable is that the 767 was the last GMDD SD40-2 built in Canada.

BC Rail was in need of additional SD40-2's and with GM's SD40-2 line ended, it would have to acquire SD40-2's from another source or lease them. BC Rail found Helm Leasing in Erie, Pennsylvania and started by leasing seven ex-Kennecott Copper Corporation SD40-2's 101-107. The railway signed a eight to nine year lease in October, 1986, however would never purchase them. Soon the yellow and dark green paint the units once wore was removed and BC Rail painted the units in a second version of the red, white and blue scheme and numbered them 736-742. Shortly after the arrival of the Kennecott Copper units, BC Rail acquired another eight units from Helm in May, 1987. These units



BC Rail EMD SD40-2 745 (ex-O&W 9952) at yards, Squamish, B.C., 97-08-11. Photo by James Green.



Modular AAR console of BC Rail EMD SD40-2 748 in shops, Squamish, B.C., 97-07-12. Photo by James Green.

were formally Oneida & Western 9950-9957 which were painted red, white and blue and numbered 743-750.

Imperative for all railways across Canada in the 1980's the Canadian Transport Commission declared that all locomotives be equipped with ditchlights. This addition gave the units the distinctive look of two ditchlights plus the nose light. However units 755, 763-767 and others received an additional set of lights above the front deck, this has become a common feature of BC Rail units not just the SD40-2's.

A Variety of Schemes

Factory painted in a second version of the BCR's famous "Two-Tone Green" livery, units 751-762 were the first to set the standard for BCR's revised two-tone green scheme, which would be applied to many of BCR's locomotives throughout the early 1980's. Aside from the standard two inch white reflective stripe around the whole locomotive, the SD40-2's had five eight inch reflective white stripes applied on a 45 degree angle from bottom left to upper right. The longhood end had eight 8 inch applied similarly to the shorthood. However now all BC Rail's SD40-2's sport first or second version of the red, white and blue schemes. Units 763-767 were also factory painted by GM and were the first of the railway's SD40-2 fleet to receive the first version with the application of BC Rail logo (excluding the line underneath) and an "Expo 86" logo placed on the centre of the 3,300-gallon fuel tank.

Taking the Test

The separation between units 736-750 from 751-767 is that the second hand units 736-750 were not equipped with radio-control equipment initially. Second-hand radio-control equipment was obtained from the then Burlington Northern Railway (now Burlington Northern Santa Fe) and installed into the units. Further more "RCL" (Remote Control Locomotive) equipment were taken out of the railway's MLW M420B units and subsequently installed inside of 736-750.

As for units 751-767 these units have a "snoot", the shorthood was extended outwards by GM to accommodate radio-control "Locotrol" equipment and supplies. The 751-756 were equipped with "master" Locotrol equipment sets. Radio-equipment was installed inside all of the units so that each could be utilized as a remote or mid-train "slave" in long consists. However these SD40-2's were not the only models with such a "snoot" feature. CN Rail, Canadian Pacific and a number of US roads have purchased the "snoot" feature for housing extra features.

After attaining their destination on BCR, for months on end, the BCR put all of their SD40-2's through extensive testing, to determine any problems which may dictate the units future on the railway. The Squamish shops did extensive testing on the dynamic brake grids on the second-hand units.

Saying Goodbye

In September, 1994 BC Rail waved goodbye to 736, 738 and 741 which returned to Helm Leasing which called BC Rail their home for more than nine years. September, 1995 saw the rest of the group 736-742 returned to Helm. The units were renumbered by Helm to 6204-6210 and for a time were leased to CPR.

Accidents

There were only two unfortunate SD40-2 on the BCR and both were involved in the same wreck. Units 755 and 760 were both involved in a tragic head-on collision at mile 474.4, just north of Prince George on the Chetwynd subdivision. Both heavily damaged beyond capable repair and were stripped of all major components which were shipped to EMD's La Grange plant to defray the high cost of replacements (761 and 762).

Present

On the good side, no more SD40-2's have been wrecked, and optimistically with remanufacturing BC Rail fans just might see them for a few more years.

BC Rail SD40-2 Specifications

Road numbers: 736-767 (present day 743-767)

Builder's numbers: 776129-1 to 776129-7, 786246-1 to 786246-8, A3945-A3956, A4497-A4501

Weight: 385,000 lbs.

Total: 33, Left: 24

Engine Data:

Model: 3,000 hp., 16 cylinder 16V-645E3(B)

Traction Equipment

Traction Motors: six D77B

Traction & Auxilliary Generator/Alternator: AR10A7-D14

Trucks

Design: HT-C

Version: Hollow Bolster

Wheel Diameter: 40 in. C-C arrangement

Journal Bearings: Timken G-G

Supplies

Fuel Tank: 3,000 gal. (736-750), 3,300 gal. (751-767)

Air & Auxillaries

Horn Type: Swanson designed five note K5

Bell Location: located on left side of unit directly under deck behind front truck (736-742), left side of longhood (743-750), front face of cab between number boards (751-767).

Special Features

Air Brakes: 26LUM

Radio Control: Yes

Ditchlights: front end (751-767)

Microprocessor equipped

Stainless-steel piston rings, improved chrome-plated pistons

Center-axle dampening struts

Sources for this article: Canadian Trackside Guide 1996, Rail Canada Vol. 5, Trains, BC Rail Timetable No. 8, Michael R. Blusson.



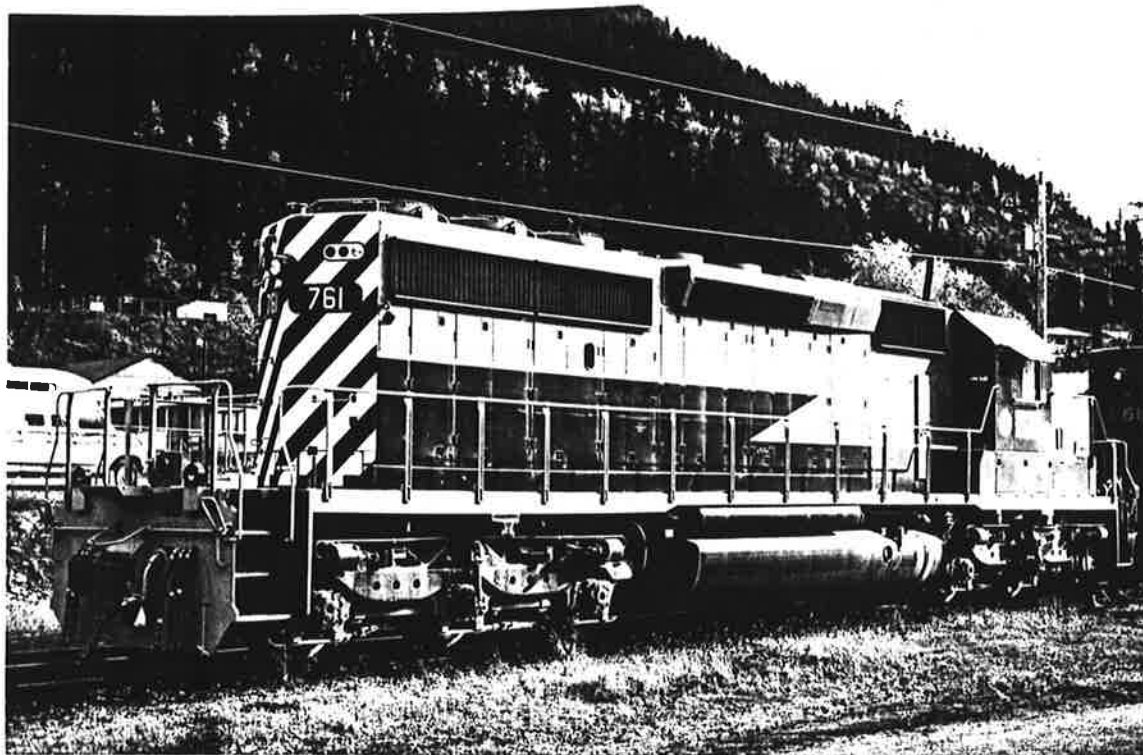
BC Rail EMD SD40-2 748 (ex-O&W 9955) at yards, Lillooet, B.C., on a rainy 97-07-10.
Photo by Kyle Harris/James Green Collection.



BC Rail GMD SD40-2 753 at yards, Squamish, B.C., 96-06-?? Photo by James Green.



BC Rail GMD SD40-2 751 at shops, Lillooet, B.C., 80/10/24, about a month after she was built.
Photo by Paul J. Crozier Smith.



Brand new and yet to be delivered BC Rail GMD SD40-2 761 at CN Rail yards, Boston Bar, B.C.,
80/10/24. Photo by Paul J.C. Smith.

BC Rail's SD40-2 Fleet

Road No.	Qty.	Bldr.	YY/MM	Remarks
736-742	7	EMD	78/11	ex-KCC 101-107; leased from Helm Leasing between 1986-1994/95.
743-750	8	EMD	79/11	ex-O&W 9950-9957; leased from Helm Leasing in 1987.
751-762	12	GMD	80/09-10	751-756 equipped with "master" Locotrol equipment. 755 has additional set of lights above front deck.
763-767	5	GMD	85/10	all five have additional lights above front deck, all five do not have rear number boards, 767 was last SD40-2 built in Canada.

BC Rail Red, White & Blue Paint

Road No.	Date YY/MM/DD	Road No.	Date YY/MM/DD
736	88/07/13	737	87/08/13
738	88/12/05	739	87/07/30
740	88/06/16	741	87/09/15
742	87/10/05	743	87/11/13
744	88/09/09	745	88/10/25
746	88/11/15	747	88/09/29
748	88/03/07	749	88/09/19
750	88/11/03	751	87/03/06
752	88/07/21	753	??/??/??
754	91/10/02	755	(wrecked 1984)
756	91/10/28	757	89/10/17
758	89/06/13	759	89/01/13
760	(wrecked 1984)	761	86/09/19 (Expo)
762	89/07/31	763	Factory Painted (Expo)
764	Factory Painted (Expo)	765	Factory Painted (Expo)
766	Factory Painted (Expo)	767	Factory Painted (Expo)

Modelling GECX GE Dash 8-40B 8002

by Paul J. Crozier Smith

Anyone who knows me as a modeller of HSPV&N/HS&N/PGE/BCRail knows that I have always had a fascination for the lease power that has been on the line over the years. Thus I set out to do a rather easy project as models go, to model GECX GE Dash 8-40B 8002 which plied the line from May, 1997 to April, 1998. She has returned to the line as of September, 1998 and though still at press time in GE demo colours she is now owned by BC Rail.

I say a rather easy project because Walthers makes a model of the Dash 8-40B (Walthers part #931-159) in GE colours and lettered for their lease fleet.

The first thing you need to do is to carefully scrape off the large red "LMX" from the body sides and the road number from under the cab windows. A couple of other ways you could do this is to put some brake fluid or Scalecoat Paint Remover

(continued on page #25)

NOTICE TO READERS

Through some unfortunate miscommunication the drawings of the Lillooet station in Issue #33 were printed at something less than the HO scale they were meant to be. Please accept our apologies.

PRODUCT REVIEW

PRODUCTS OF INTEREST

by Brad Dunlop

This issue introduces changes in the make-up and responsibilities of the people involved in putting *The Cariboo* together as noted elsewhere and I believe we have a good future ahead of us. First of all, I would like to put forward my thanks and appreciation to "retiring" Publisher Jim Moore and Subscriptions and Editorial board member Andy Barber for all of their efforts which lead us to this point in the first place! We are fortunate to have dedicated, experienced people in filling the void left by Jim and Andy however and I look forward to working with our new Publisher, Mr. Paul Crozier-Smith and Subscriptions, Mr. Ray Konrath.

One of the first items that came up when talking to Paul was his desire to try and adjust the mindset of our SIG. Nothing unscrupulous involved here but, rather than thinking of yourselves as subscribers to a newsletter, think of being contributing members of a club. This was brought home to me recently while talking with one of our "members". I would mentioned about a product review I was working on and a couple more that were yet to be done. After listening to this the caller inquired as to whether I wanted to do all of the product reviews myself or if "others would be allowed" to contribute as well! Please, please if you have anything to offer the Products of Interest column from pointing out a product to writing a

full article feel free to let me know. It could, for instance, be a product/book/video review or how to kitbash something of interest to our membership, anything relevant would be welcome and appreciated.

A very good example of how we can help each other is the Proto 2000 series covered-hopper featured in this column. Since this particular model is not from my modeling era of 1962-1964, I enlisted the help of Andy Barber and Jim Moore for more information. The results were very good in that I can tell you, that the 21 hopper cars BC Rail now own were originally built for the Denver & Rio Grande Western. For car numbers 2301-2320 the data and reporting marks are positioned in the proper location but the Dogwood and British Columbia Railway logowere never applied and should be removed. As far as BCOL 2300 goes things get a little murkier. Being the first car of the 2300 series there is some doubt as to whether or not it is actually a 4427 Cu. Ft. capacity or if it is slightly smaller, which would make one ponder about its origins. The other major difference is the data and reporting marks on the 2300 only were applied one panel to the left of the models. The Dogwood is upside down on this model as it was on Proto 2000's BCR decorated gondola! The single-lcaf should point up not down, a fact that I have reported to the good folks at Canadian Hobbycraft Limited, which carry Life Like Products in Canada. In addition to questions about the 2300 we are still not sure if these cars were acquired directly from the D&RGW or came via a broker or leasing company. Also in question is when they were obtained. If you can help in answering any or all of these questions or have any more to add please let me know.

To complete this column we have several well-written (as usual) N scale product reviews from BCRH&TS editorial board member Timothy J. Horton. Thank you for these items Tim.

Once again my address is Brad Dunlop,

170 Jupiter Crt., Kelowna BC, V1X 5W5, e-mail: boc@direct.ca.

Life Like Products, (Canadian Hobbycraft Limited), 140 Applewood Crescent, Concord, ONT., L4K 4E2, Canada, website: www.lifelikeproducts.com (although the Canadian items are not yet listed in their website), ph: 1-800-268-1238 or 905-738-6556. Have released a 4427 PS-2CD high-side, covered hopper in HO scale including a six car series decorated for BCR (as mentioned in the preamble). In keeping with their established pattern, Life Like is supplying 2 individual kits and a 4-pack. This is another of Proto 2000's fine offerings and should be considered an intermediate to advanced modelers kit with all of the detailed parts included.

The individual kits are #101563 – BCOL #2311 and #101564 – BCOL #2312 MSRP US\$14.00 CDN\$20.00 ea. The 4-pack kit is #101565 – and includes BCOL #'s 2300, 2301, 2302 & 2303. MSRP US\$56.00 CDN\$80.00. [With thanks to Andy Barber & Jim Moore]

Ed Note: See Railroad Model Craftsman October 1998 issue for an interesting product review of the PS-2CD model in general.

Kaslo Shops Distributing #201 - 1766 Duchess Avenue, West Vancouver, BC, V7V 1P9, Canada, ph: 604-925-9910, e-mail: jwhitmore@pinc.com, website: <http://vvv.com/~jwhitmore/index.html> on KSD's home page you will find this message: "There has been a re-organization of Kaslo Shops. A new company has been created to handle retail and wholesale sales. As you can see from the address, Kaslo Shops Distributing is now located in West Vancouver, B.C. This move was done to better serve you, the customer. Our quality has not changed but in future we see our service changing...for the better!" which is certainly welcome news.

I recently purchased a few of Kaslo's kits

from Hal Kinsey at Central Hobbies, 2845 Grandview Hwy. Vancouver, BC V5M2E1 ph: 604-431-0771 Fax: 604-431-9855 Orders: 1-888-7TRAINS e-mail: central_hobbies@bc.sympatico.ca. Central is at least one established retailer who stocks Kaslo products as evident by the one-day service I received. As Hal pointed out though, Resin manufactures like Kaslo, by the hand-made nature of the beast, are not likely to have everything in stock at once. Hal's rule of thumb for resin kit manufacturer's in general is if the item you want is in stock buy it. If it is not in stock put your name on a waiting list but do not put any money up front. Sounds simple enough and fair enough to me.

The kits I purchased are as follows; PGE/BCRAIL/Cartier RS-18 Low Nose Conversion Kit #HC-2, MSRP CDN\$25.00; PGE & BCRAIL RS-18 Pilots #HP-1; GE 70 Ton Switcher Body Shell Kit – Late PGE #HL-5, MSRP CDN\$45.00

Ed. Note: I plan on having a full and complete review of these products in the next issue of *The Cariboo* whether they are written by me or submitted.

1000 Islands Railway Supply, 1234 Marble Rock Rd., Ganaoque, ONT K7G 2V4 Canada, ph: 613-382-0287 or 613-382-3576, e-mail: tirr@railfan.net, website: <http://tirr.railfan.net/store> 1000 Islands is an Internet-Based hobby shop which is getting mentioned at this particular time to bring you up to date on a couple of models which were featured in Issues 29 & 31. At that time a company by the name of Fletchco Scale Products were advertising resin-cast HO scale model shells of a MLW M-420 and MLW RS-23/S-13, one or both of which could be of great interest to our SIG members, depending on era. A Company called Associated Model Makers (AMM) of Arnprior, ONT now have those Fletchco molds and are producing kits with them. Where 1000 Islands Railway Supply enters the picture is that they are at least one place where these models can be purchased, having stock on hand.

A number of products by AMM and 1000 Islands Modelworx look very interesting and I am sure will be the source of future items in this column. The MLW M-420 cat. #87-103 and MLW RS-23/S-13, cat. #87-104 HO scale models are both advertised as being available now for a price of CDN\$37.95 ea. The M-420 is also available in N scale, cat. #20-100 for a price of CDN\$31.95 ea. (Ontario residents add 8% PST, Canadian Residents add 7% GST). [With thanks to Paul Crozier Smith]

PGE GE 65 & 70-Ton Locomotive Decal Project Update I have recently taken over this project from the "retiring" Jim Moore and am presently trying to expedite it. For those of you who have already sent in your cheques and money orders we offer thanks and you can rest assured that they will not be cashed until the product is ready to be shipped. Exactly when that will be I am still not sure of as I have yet to receive the artwork from the graphics artist commissioned to do the job, but I will keep everyone advised. Thank you for your patience on this matter.

Athabasca Scale Models Limited 771 Wilkinson Way, Saskatoon, SK S7N 3L8, Canada, ph: 306-249-4884, fax: 306-249- 4875, website: www.athabascashops.com. Athabasca have released an injection molded kit which includes etched brass sides, steps & stirrups, styrene strips for mounting sides and floor, window material and Kadee wheelsets, for the Canadian Car & Foundry 72/76 Seat CN Coach in HO scale MSRP CDN\$69.95. Available from your dealer in Canada or US\$58.95 plus \$5.00 P&P for US direct orders.

This kit is correct for the following BC RAIL Royal Hudson consist: "Birken" ex - CN 5437, "Brunswick" ex - CN 5595, "Capilino" ex - CN 5652, "Chasm" ex - CN 5596, "Dragon" ex - CN 5618, "Exeter" ex - CN 5506, "Kelly lake" ex - CN 5642, "Porteau" ex - CN 5623, "Seton" ex - CN 5594, "Sunset Beach" ex - CN 5628, and

"Whistler" ex - CN 5582. [With thanks to Athabasca proprietor John Trotter for the extra information supplied]

Ed note: John tells me that these kits are scheduled to be available this coming fall in N scale, depending on proper decal availability.

Bev-Bel Corp. 39 Union Ave., Cresskill, NJ 07626, USA, 201-567-161 (products only sold through participating dealers) Have, as part of their on going Bev-Bel/Atheam series, have re-released model #1132-1 in September. This is a 40' Boxcar with PACIFIC GREAT EASTERN and the car data on the left side of the door and the Caribou Herald on the right-hand side. Again, you may want to consider this car to be a fill-in until being able to afford a more prototypically correct model (it's referred to as the PGE "Mouse Head Herald") The printing is crisp and the price is right at MSRP US\$8.00

N SCALE PRODUCT REVIEWS

by Timothy J. Horton

Evans Double Plug Door Boxcar #31001 BC Rail (BCIT 800435) Atlas Model Railroad Co. This significant new model represents a series of 52'5" double plug door boxcars, which were built in 1973/1974 and leased by the British Columbia Railway for international lumber service. The cars were numbered in the 800200-800349 and 800400-800649 series.

The model is a fairly accurate representation of the prototype and features a one-piece molded carbody with a plastic underframe. The underframe is weighted and includes mounting pads for Micro-trains #1027 couplers so that the modeler can easily use body-mounted or truck mounted couplers, as they prefer.

The car is finished in BCR Dark Green with an aluminum roof. The right hand plug door on either side is painted BCR Light Green as per the

prototype. The colours are accurate and the lettering is particularly crisp and legible. My only criticism would be that the dogwood herald, which is well reproduced, is placed a little too high on the side of the car. I have indicated this to Atlas and they will try to correct it on future runs of the model. This is a rare and excellent example of an accurate, ready-to-run car for modellers of the British Columbia Railway.

The Evans double plug door boxcar is also suitable for a number of private lumber companies, which operated in the province including Evans Products Co. and Mountain Pine Lumber. Further roadnames are to follow.

Cylindrical 4-Bay Hopper

#60101 Canadian Wheat Board (CNWX - 6 road nos.) Approx. \$20.00 CAD

#60103 Alberta Heritage Fund (ALNX - 6 road nos.) Approx. \$20.00 CAD

#60205 Canadian National (CN - 24 road nos.) Approx. \$20.00 CAD

#60214 Canpotex (PTEX - 12 road nos.) Approx. \$20.00 CAD

Intermountain Railway Company

For several years HO modellers have enjoyed the Intermountain cylindrical hoppers in a variety of roadnames. The same car is now available in N scale in two versions: one with round hatches and another with trough hatches, for which three types of hatch covers are provided.

The car is injection-molded in pre-coloured styrene and then given a fine coat of paint to match the prototype.

The roofwalk is beautifully recreated in etched metal and Intermountain trucks and couplers are included. The car comes in kit form and requires several hours to assemble. The parts include the carbody, roof, floor, discharge gates and hatch covers, end framework and brake details. Approximately .60 ounces of weight (not included)

must be added to the model to meet NMRA specifications for a 60' car.

This is an exquisite model, which represents the prototype accurately in appearance and dimensions. With its etched metal roofwalk and crisp graphics, the completed car looks great. Most modellers will prefer to use truck-mounted couplers but I used body-mounted couplers (Micro-Trains #1027) without difficulty.

The four roadnames listed above will be of primary interest to BC Rail modellers. The first CNWX scheme to be released is the red and black scheme with the large "Canada" logo on the sides. The blue Alberta Heritage Fund scheme is the original scheme to appear on the ALNX cars. The CN car is grey with red lettering and round hatches and is representative of the CN potash cars which are interchanged to Vancouver Wharves.

Intermountain informs me that the same variety of roadnames, which have been offered in HO scale, will be offered in N scale, and the car will also be offered in an assembled version as well. BC Rail modellers can therefore look forward to additional CNWX schemes in due course.

Diesel Detail Parts

NP-3 BC RAIL/PGE RS-18 Pilots (2) \$7.00 CAD (MSRP)

NP-4 Early RS-10/RS-18 Fuel Tank \$5.00 CAD (MSRP)

Kaslo Shops Distributing

These offerings from Kaslo Shops are intended to assist the modeller in the conversion of the Atlas RS-11 into a MLW RS-10 or RS-18. The detail parts are molded in polyurethane resin and are nicely detailed. The pilots are intended to replace those cast onto the deck/handrail assembly - once these have been removed, installation of the Kaslo pilot is easy. With some work the coupler from the Micro-Trains RS-11 conversion kit can be made to fit.

The fuel tank kit provides the correct fuel tank for an RS-10 or early RS-18. This little kit is particularly well detailed. Unfortunately, no instructions are provided on how to modify the Atlas chassis to accommodate the new fuel tank. Once it has been built, however, it is easy to see what material must be removed from the chassis to enable it to fit. These two kits provide the modeller with well-crafted parts, which are essential for those contemplating this conversion.

Bulkhead Flatcar

NK-4 BCR/CN/DW&P \$22.00 CAD (MSRP)
Kaslo Shops Distributing

This kit yields an accurate model of the 55' bulkhead flatcar commonly found on the PGE/BCR from the early 1970s to the present day. These cars formed the backbone of the railway's lumber flatcar fleet until the introduction of centrebeam cars in 1984. The kit can also be used to represent a CNR or DW&P car.

The parts are cast in polyurethane resin and include the underframe, side sills, deck, bulkheads and end details. The deck casting is exquisite with the steel and timber decking well represented. The centre sill is hollow to allow for the installation of weight. Once the parts have been trimmed of flash, assembly is quick and several cars can be built in an evening.

This kit does not include trucks and couplers, as is the norm with kits of this type, but neither does it include a brakewheel, stirrups, grabirons, or ladders. The Des Plaines ladders mentioned in the instructions are not correct for this car. I used a Gold Metal Models brakewheel, stirrups, grabirons, ladders and end platforms which resulted in a rather expensive but superb looking car. The model can be lettered correctly with the CDS N-255 or N-256 dry transfer sets.

This model readily accepts Micro-Trains trucks and couplers. I recommend the use of

NWSL wheelsets to add additional weight to the car. The finished model operates well. In summary, this is a fine looking kit which N scale modellers of BC Rail will want to have.

Skeleton Log Cars

NK-5 BCR/CPR \$30.00 CAD (MSRP)
Kaslo Shops Distributing

The third N scale freight car kit to appear from Kaslo Shops is this model of the 62'9" stake car. These cars were used by the BCR and CPR to haul logs and poles. This kit contains parts to build two complete cars and includes the body/centre sill assembly, bolsters, bunks, and brake details. With all kits of this type, a fair amount of work is required to trim the flash from the parts. Once this has been done, assembly is rapid.

One of the challenges faced by the manufacturer in designing this kit was how to accommodate trucks and couplers at the correct height underneath the end platforms. To achieve this the manufacturer has incorporated a clever and unique adaptation of the #1021 coupler, using only the bottom half of the draft gear housing. The trucks fit over a specially designed bolster pin to achieve a correct carbody height in relation to the rails.

Like the bulkhead flatcar kit, the centre sill is hollow to allow for the installation of weight. The kit includes all of the necessary parts for the brake gear and the only additional items to be purchased are trucks, couplers, and mounting screws for the trucks. I detailed my car with grabirons and stirrups from Gold Metal Models, and I installed NWSL wheelsets, which increased the weight of the car significantly. There are no decals or dry transfers available for this car, so the modeller will have to combine lettering from different sets.

The finished car looks great and performs reasonably well, particularly when equipped with metal wheelsets and loaded with logs to increase

its weight further. This is another valuable addition to a growing list of available BCR freight cars in N scale.

Additional piece is that Diversions owned by Kevin Knox, 14422 88th Ave., Surrey, B.C., V3S 2R9; phone: 604-930-2120, fax: 604-930-2150; email: kknnox @axionet.com is making decals to order. I had him make the decals for my RS-27 model and an S-10 that I am working on. He has also made RSC-3 and RS-3 decals for me and is working on 65/70ton and RSD-17 decals for me. I have been impressed with his work. The one thing is that to make your set he needs the number of the model that you want to build as far as the PG&E "Caribou" herald is concerned. If you want something else you want done he needs the artwork. Brad Dunlop has communicated with him and is working on getting him to make a example run that we can include in a future issue for you perusal. More on that in the future.

MOTIVE POWER NOTES

June 17, 1998 was not a great day! BC Rail 2-8-0 3716 and 4-6-4 Royal Hudson 2860 double headed out of North Vancouver. At Squamish the 2860 suffered what is called a "primed boiler". She was worked back to North Vancouver working water instead of steam in the over filled boiler. She suffered considerable damage. Reports have it that five or six stay bolts were broken, four or five tubes leaking, engineman's side of the feed water heater leaking, and damage to one cylinder head. She was immediately put into the steam shop in North Vancouver where she has been ever since. Her runs were covered by the 3716 for the rest of the season. The 2860 is expected to return to service next year.

RS-18u 621 was released from the backshops for service in July, 1998.

Once again BC Rail is in the movie business. NBC is making a "made for TV movie"

called the "Atomic Train". It is apparently planned to air it in January, 1999 and stars Robert Lowe. The filming will take place around North Vancouver, Squamish, Lilloett and the Kelly Lake hill. Involved in the movie are M-420's 641, 642, 643 and 644; six flatcars; four boxcars; two gondolas; one center beam bulkhead flat and two cabooses. This equipment will be used on the "Atomic Train" and a freight. M-420's 642 and 644 have been painted in a two tone grey for their part as the power for the "Atomic Train" and lettered "West Rail".

RS-18 630 was removed from service in preparation for going into the Cat rebuild program in August. But its replacement, RS-18u 611, suffered a case of flat wheels a few days later and the 630 was put back into service for a few days until repairs to could be made. The 630 then entered the backshops September 6th. Some people would say that the Alco/MLW era is almost at a close with the C-420's and M-420's near the end. This may be one point of view, but the RS-18's are Alco/MLW even though re-engined. So the MLW era will live for some time yet.

B36-7 7494 is due out of the shop on October, 23rd as the 3611. The next one, 7489, is expected to be completed December 31, 1998 as 3606.

RS-10u 601:2 is being prepared for the Pacific Starlight Dinner Train service, presumably as a backup engine to B36-7 3607 which is the usual unit on the train.

Retired RS-3's 570, 576, M-420 640 and B36-7 7497 have been sold for scrap and being cut up.

BC Rail has taken delivery of its three newest locomotives, with the delivery in September of two ex-GECX GE Dash 8-39BEu's 8000 and 8001 to be renumbered 3901 and 3902. These units are nee LMX 8503 and 8540 which had been

wrecked shortly after being built and then rebuilt by GE which had already built a second 8503 and 8540. So the two rebuilt units were renumbered and painted into the GE demo fleet. They are presently in the Squamish shops getting cab upgrades and painting before going into service. The third unit ex-GECX GE Dash 8-40Bu 8002, will become 3903, which is in service as a trailing unit until the other two are outshopped then she will get her cab upgraded. These three units had new 3900hp EFI engines installed before delivery. It is expected that these units will see a new paint scheme of all blue with white scotchlite trim.

CPR H-1-b 4-6-4 2816 was repatriated by CPR and moved from Steamtown USA, Scranton to Canada then west by CPR FP7 1400, itself repatriated this summer, to Calgary. There was apparent problems with 1400 so GP38-2 3069 was used to move the 2816 from Calgary to North Vancouver on September 30th. The 2816 will undergo inspection starting at the end of October to see if the boiler is in good enough shape to be refurbished and the engine put back into running shape. We all hope it is! The chance of two ex-CPR Hudsons doubleheading on BC Rail before 2816 is returned to CPR would be fantastic. Only time will tell. If she is not suitable for service she will cosmetically restored.

October 3, 1998 saw 2-8-0 3716 run on an excursion organized by Pacific Spirit Tours. The train ran from North Vancouver to Squamish and return on the Royal Hudson schedule. The consist included Shalath, Dragon, Capilano, Sunset Beach, Seton, Horseshoe Bay, Chasm and Kelly Lake.

BC Rail leased six units from Helm effective October 1st. HCLX GE C30-7's 6700, 6702 and 6704, and HLGX GE C36-7E's 6801 and 6803. The 6700, 6702, 6704 and 6803 arrived in late September. However, the 6801 did not arrive until mid-October as they were having their trucks changed before delivery. One more C30-7 is due.

BC Rail is also purchasing six GE C30-7's that are being upgraded to C36-8E standards with EFI engines before delivery. They are due to be delivered in the new year before April. These units are to be numbered 3621-3627 and to be painted blue with white Scotchlite tape trim. It is expected that the lease units (noted above) will return to Helm when these units arrive.

LATE CONVENTION NEWS

Word was received that we will be teaming up with the CN Sig in Prince George for "PG Rails 99".

(continued from page #18)

and to rub gently with a rag. If you can do this you will save a lot of time because GECX decals are available from Microscale (part #87-532).

The Walthers units come with reversing headlights so unless you want to make the flashing beacon operable you do not need to take the unit apart. I chose not to make the beacon operable as it is unlikely that it was used while on BC Rail, though I have heard reports that one was seen flashing as a freight went through Squamish one night but it could have been GECX GE B23-S7 2002 which was on the line at the time. I put it down to the 2002 as the observer noted that the flashing beacon was on the engineer's side of the cab roof, the 8002's was dead center over the number boards.

The next thing is to apply the details. For this you will need to check photographs not necessarily while on BC Rail. I managed to get a couple of pictures of her while she was on BC Rail, but I think they are rare from the response I got from my request in the *Cariboo*. A scale drawing of the unit comes with the decals which is a help. You might find shots of her in US Rail magazines. I decided to put on the more common and noticeable details. You will need arm rests, wind deflectors, brake hoses, window shades, blade type

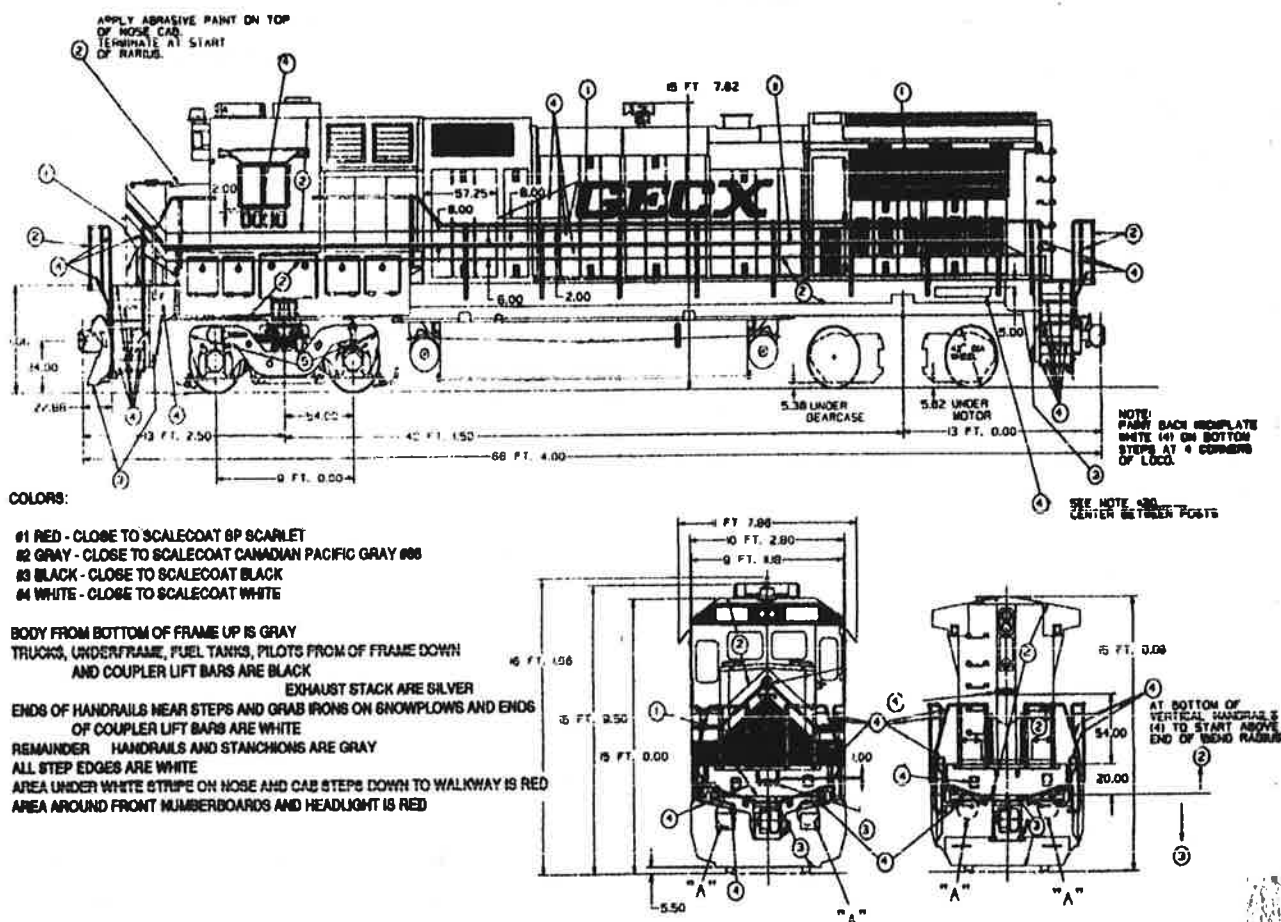
Sinclair radio antenna, Strolite type beacon, Prime type air conditioner, GE type fuel fillers and a piece of styrene. Most of these parts are available from Detail Associates or Details West. Another detail that I did not put on but you certainly can is the speed recorder cable. The arm rests and window shades go in the usual places. The plow pilot that comes with the model is the correct type and can be added now and your choice of couplers.

The GE fuel fillers are next, the packaging explains the different type of application that these took. The 8002 uses the SP configuration of two on each side. The next thing is to assemble the Prime type air conditioner and set it aside for a while. Then assemble the Strolite beacon (strobelite) and mount it over the numberboard assembly. This will then give a point to mount the

air conditioner right up to the edge of the beacon. Make sure that the fan on top of the air conditioner is towards the beacon and that the air conditioner is on the centerline with its length across the cab width.

Once that is all set it is time to use that styrene. You need to create a 3/32" thick section that is 5/16"x5/16" square. This is mounted to the rear of the air conditioner with its back edge lined up with the back wall of the cab and centered. Once the glue is dried on this "platform" you can mount the Sinclair blade antenna centered on the platform. Now the brake hoses can be applied, three on each side on both pilots. You can also add the main trainline if you like, I use the glad hand on the Kadee couplers to represent this feature.

GENERAL ELECTRIC GECCX DASH 8-408



NOT TO SCALE

Once the above is done you can add the speed recorder if you are going to add that detail. It is now time to paint. If you have an undecorated one you will have to do some of this painting before hand. However, if you are using a factory painted one as I did you need to paint the added carbody details CP gray (recommended on Microscale detail sheet). This is a very close match as I can not tell the difference. The numberboard assembly is SP scarlet. Everything below the running board is black as well as the handrail stantions. The step edges and back plates are white along with the end handrails and the handrails on the steps, this was a bit of a challenge on the step back plates. The ends of the coupler pin lift bars are white also. According to the Microscale data sheet all the filter grilles and dynamic brake filters are silver. I however painted them black, as the pictures I have show them as black (probably never been cleaned). So you can do them either way you like but the black is the way they were when on BC Rail.

Once the paint is dry it is time to add the wind deflectors to the leading and trailing edges of the side cab windows. Then it is time to decal the areas needed as per the Microscale data sheet. If you have been careful with you painting you will not need to put on all the decals as the striping done by the factory paint shop is good. I also got a sheet of Microscale (#87-527) GE and GMD (1980+) Diesel Data which has GE builder's plates and detail data on it. I then sprayed the whole model with Testor's Dullacote to give the model the clean but used look.

Thus you have a completed a Dash 8-40B as leased by BC Rail. Before she arrives she will get a 3900hp EFI (Electronic Fuel Injection) engine and will in effect be a Dash 8-39B which are externally identical. She will be accompanied by two sister Dash 8-39B's which also will get the EFI engines. These units are ex GECX 8000 to 8001 and the three will be numbered 3901-3903 on BC Rail. I have gone and gotten myself another Walther's Dash 8-40B so as to model one of the Dash 8-39B's after they are BC Rail'ed. That will be the source of another article.



GECX GE Dash 8-40B 8002 at BC Rail yards, Squamish, B.C. 97-09-05. Photo by Trevor Mills.



GECX GE Dash 8-40B 8002 at BC Rail shops, Squamish, B.C. 97-05-09. Photo by Trevor Mills

LATE NEWS

On September 24, 1998, at 1115 a northbound BC Rail freight train derailed at mile 115.1 Squamish subdivision, near D'arcy. While there were no injuries reported, nine of the 76 cars derailed and all were empty. Meanwhile, two northbound freight trains were backed up at sidings at Creekside (mile 106.5) and Birken (mile 112.6), while at D'arcy (122.9) a southbound was waiting. The line was reopened at around 2015 the following evening. The cause of the derailment is still under investigation.

MODELING A CRS 20

by Laszlo Dora

A BRIEF HISTORY

BC Rail's fleet of RS-18's dates back to the days of Pacific Great Eastern when in May of 1958, the railway received its first one from Montreal Locomotive Works. Purchases continued well into the 1960's, with 28 RS-18's being obtained. Through this time period the earlier units 589-599 were renumbered to 603-613, with the newer units becoming 614-630. Units 601-602 were to Alco RS-11M's designs but were in effect RS-18's and also rated at 1800 hp. These locomotives went through various changes primarily regarding the alteration of the original high hoods on the earlier purchases.

By the late 1980's, some of the older RS-18's were approaching 30 years of service, and the railway decided on a rebuild program instead of replacement due to the associated cost and the fact that the frames and other items were still in excellent condition.

The most obvious item requiring replacement was the engine, which was replaced with a more powerful 2000 hp Caterpillar 3516 engine. The new engine also required a larger radiator which meant that the rear end of the body would also require modification. Unit 609 was the first locomotive to be rebuilt and reclassified as CRS 20 when released for service in September, 1990. This locomotive became unique since all of the following rebuilt locomotives received different treatment with regards to the radiator, especially the visual aspect; primarily to reduce fabrication costs by the elimination of the complex angles associated with the enlarged radiator enclosure. Amongst the other changes and upgrades the cabs also received attention though I can no longer recall exactly what the other changes were, nor the source of the information.

THE CORRECT LOCOMOTIVE TO MODEL

BC Rail has two versions of the locomotive, though the project is better suited for one only. The version with the "boxy" fuel tank and low access doors along the body is a closer match to the Atlas model on which the project is based. The other version has an angled fuel tank and a combination of high and low doors. Overland has produced it in brass though it is highly unlikely that anybody would want to cut into one.

OBTAINING SOME OF THE MATERIALS

At the time when I undertook this project, all of the required materials were readily available, though today some of the items are more difficult to obtain, and may require a substitute.

The model is based on an Atlas RS-11 which has been out of production for several years, and since Kato produced it for Atlas it is unlikely to be seen again due to marketing complications. Fortunately a lot of modellers have them and on occasion they surface at flea markets and hobby shops.

For the radiator screen, the Tripart etched mesh that I used is no longer available. An alternative will have to be found. This mesh appeared to have been produced for the model airplane builders, so chances are that a similar alternative product is available.

Rail Canada Volume 5 by Don Lewis contains excellent photographs for those like me, whose personal photographs are lousy. I think that this book is out of print now, though it can still be found.

Several recent products designed to fit the Atlas model, simplify matters for those wishing to construct the model at present, there by eliminating or simplifying some of the construction steps:

- 1) The Backshop produces a corrected body for CN versions, which matched some of those of BC Rail.
- 2) Kaslo Shops produces a low nose conversion kit, reducing work to be done on the front end.
- 3) Kaslo Shops produces a pilot kit, eliminating much of the work to be done to the pilots.

THE PROJECT

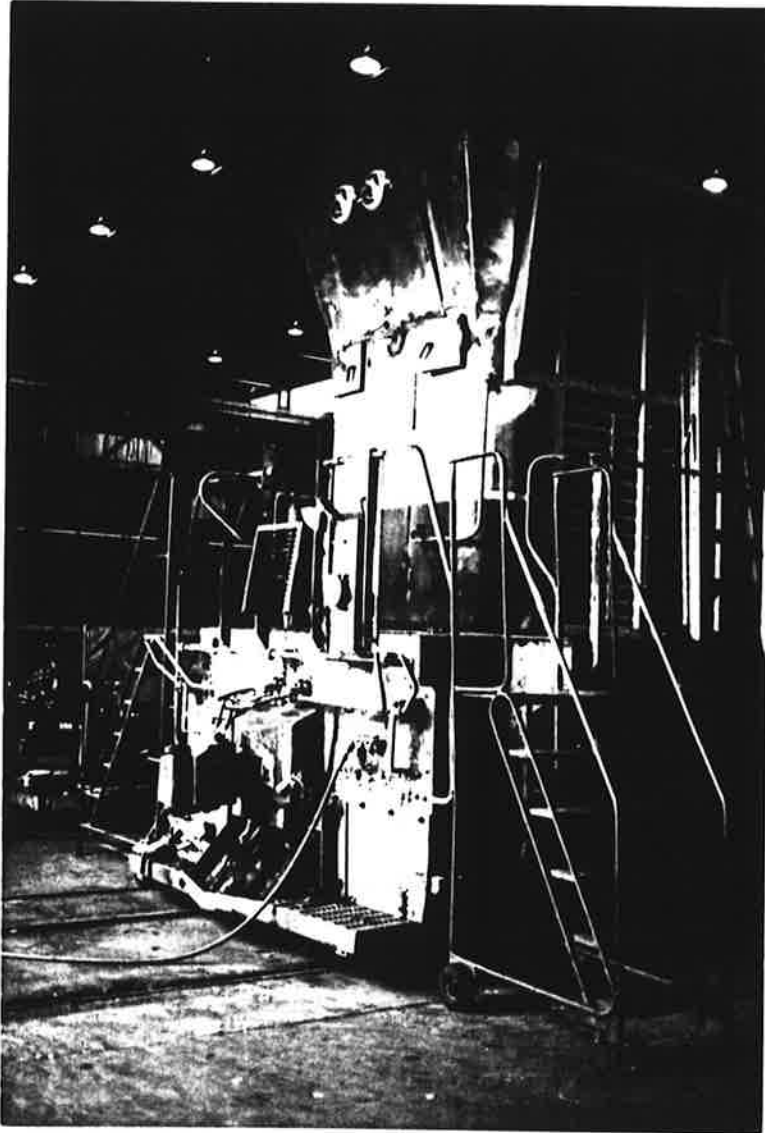
Most of this project was based on available photographs with no access to measurements, and as a result items were matched to the plastic body shell so as to be located in the correct location in relation to the detailing of the shell; maintaining an accurate as possible overall appearance. With regards to the extent of the project, I could have modified additional items such as the hand rails or fuel tank but I stayed with my philosophy that with 50% of labour, over 90% correctness has been achieved; producing a good looking model rugged enough to endure use on my layout.

1. DETAILING THE BACK END OF THE BODY

Depending on the specific locomotive to be modeled, chances are that the Atlas shell has too many car body filters on it. For locomotive 609, I had to file several of the raised frames flush and fill the depressed screens with putty, taking care not to damage the surrounding detail. The turbocharger water coolers next to the radiator screen were also removed since on the version being modeled, (as it appears to me) the coolers were relocated to below the radiator. Refer to photographs 2 and 3.

The radiator screens were also removed along with two rough round openings on top of the body for the radiator fans. The radiator opening was then finished to exact size with relation to the shells detailing and reference photographs. At this stage, the end of the shell became quite delicate since not much material was left in place. Using styrene, the new enclosure was fabricated following the dimensions outlined in sketch 1 which served as a starting point, since pieces

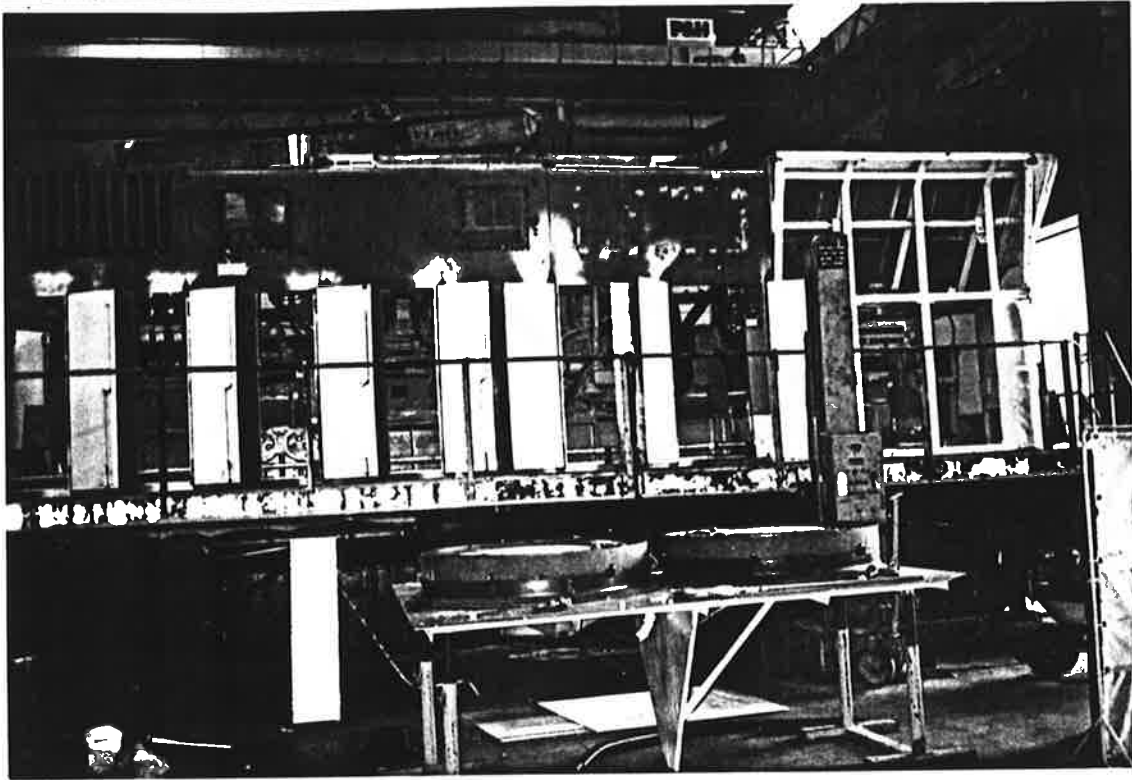
required further cutting and filing so as to fit snug onto the rounded shell. The back portion where the two lights are located is quite complex and was built up using styrene scraps and putty. The photographs in Rail Canada (page 57) were an excellent reference regarding this area. For those wishing to model later versions, page 61 contains some good photographs. Refer to photographs 1, 2 and 3.



This picture shows the rear end of locomotive 609 while being rebuilt at Squamish. The metal framing and the coils immediately behind it can clearly be seen. The complex sheet metal detailing above the rear access door and sand hatches is also to be seen along with the details around the rear pilot. Photograph by Andy Barber.

Once the enclosure was finished, the fan openings on top were enlarged to the correct diameter as required for the plastic fan detail. Based on the shop photographs, 4"x4" styrene framing was installed into the radiator openings since on the prototype they were quite apparent. These were set back slightly so as to enable the metal mesh to be flush with the surface. Etched metal mesh was then cut slightly larger than the opening, bent slightly in the mid section so as to conform to the required angle, and then cut so as to fit into the opening, being placed onto the braces in the lower portion. On top of the mesh, 1"x2" and 1"x4" strip styrene was installed, so as to cover the perimeter, and to simulate the other supports, which in some areas does not line up with the framing behind the mesh. The fan details were then glued into place, but not the blades, since they would be painted and installed from the inside once the body was painted. Appropriate light castings, sand hatches, hand rails and a door handle were installed onto the back of the body. See photographs 3 and 4.

With regards to the top of the body, the remaining details were removed and new panels were made up using styrene and detail parts. The exhaust stacks were made from diesel fuel tang gauges, and the caps were made from brass



This picture shows the side of locomotive 609 while being rebuilt. The open access doors reveal the new Caterpillar 3516 engine, and above, the patches on the metal body indicate that components have been moved. I had to do likewise with the model. Again, the framing is clearly visible at the radiator area, along with some of the yellow machinery components near the bottom. Photograph by Andy Barber.

circles soldered to brass rod so as to be durable and withstand handling. The last details remaining to be put on were the metal lift rings and the horn. Refer to sketch 1 and photograph 7.

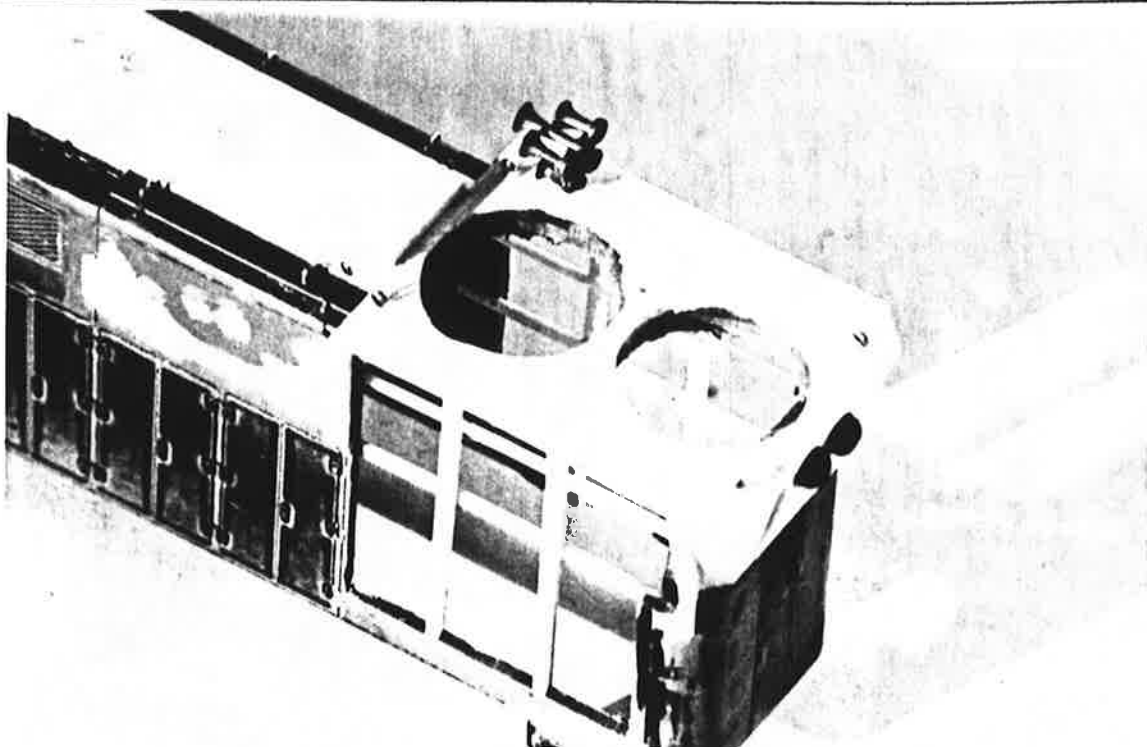
Since on the prototype, the turbo charger coils were quite visible, this detail was also modeled, along with a "V" shaped screen to represent the radiator above. These would be painted and installed afterwards, once the body was painted. This completes the detailing of the back end of the shell. Refer to sketch 2 and photographs 5 and 6.

2. DETAILING THE NOSE AND CAB

The front end of the body, requires a low nose, and associated alterations to the face of the cab, along with the addition of some detail parts. The chop nose kit by Kaslo Shops makes life easier, and I will use it on the second locomotive that I am planning to rebuild. When I built locomotive 609, the kit did not exist so as with the other end of the body, a lot of carving and filling was required to lower the high hood, and build a front onto the cab. The partially recessed number boards sunk into the curved corners of the low nose was a little challenge. The cost of the kit is worth its price. Do not forget to add all of the appropriate details. Refer to sketch 2 and photograph 9.

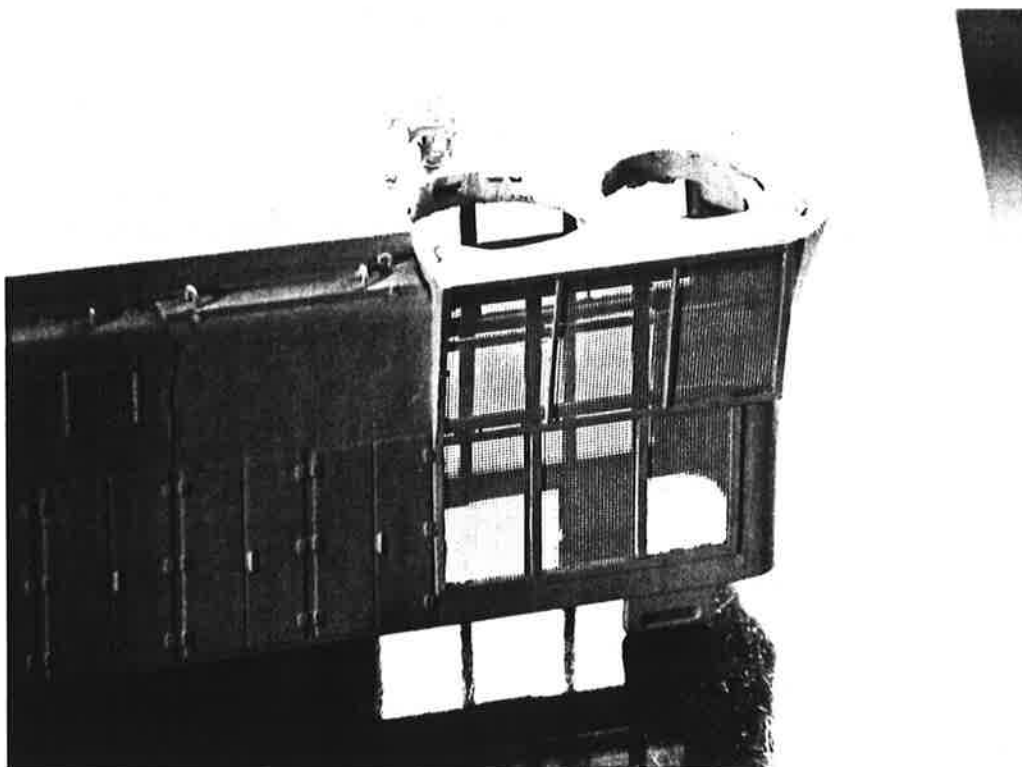
3. DETAILING THE ENDS OF THE FRAME

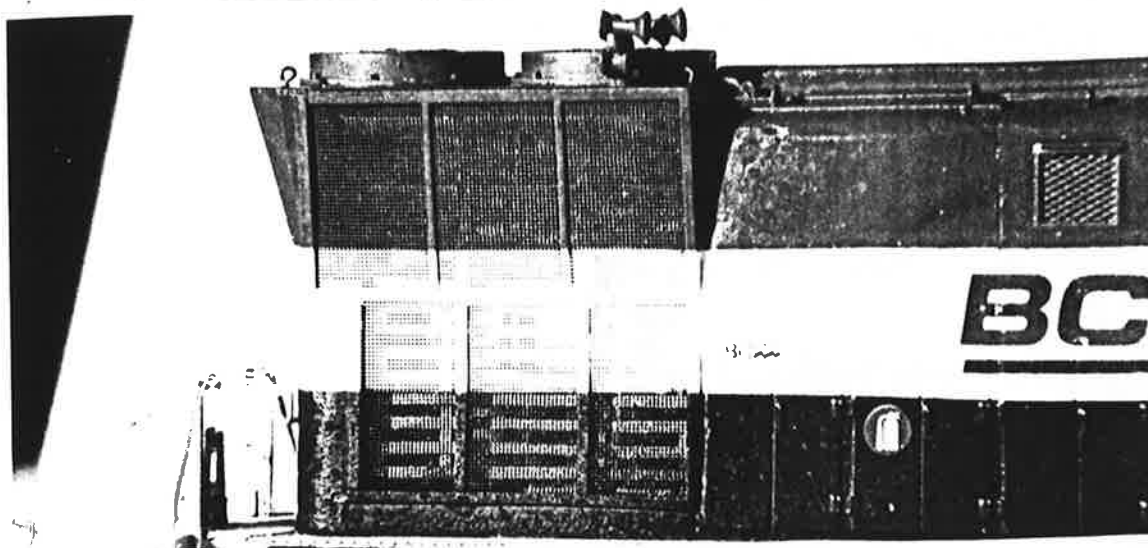
With regards to the frame, extensive work was carried out to both pilots and the railing area above them. On both pilots the cast on detailing along with the steps, were removed, leaving a flat surface with only the coupler pocket and portions below it sticking out. New steps were made from "Tichy's" industrial platform kit, with the center portion made up from styrene. Study your photographs, for the two pilots are slightly different from each other. Brass wire was bent to the correct configuration to serve as uncoupling bars and secured into place with eye bolts, with a continuous grab bar installed immediately above them. Holes were drilled for the hoses, and correct looking MU stands containing the con-



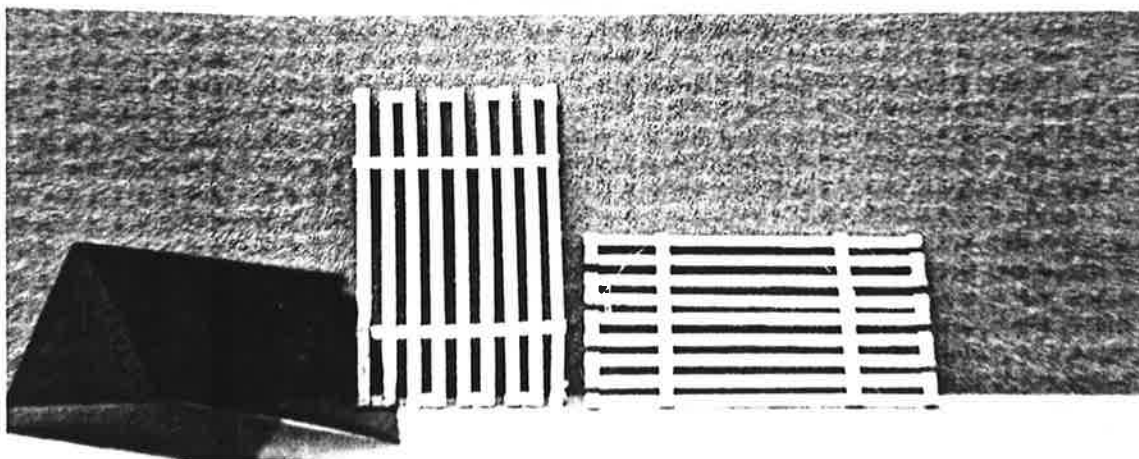
This picture shows the rear end of the model, with all of the styrene detailing complete and metal parts such as the horn and lift rings installed. A putty patch from the removal of one of the turbo charger water coolers is also visible above the row of access doors. Photograph by Laszlo Dora.

In this picture, the mesh has been installed, and portions of the framing behind it are also to be seen. Photo by Laszlo Dora.





With the body painted, and the radiator components installed, some of the detailing can be seen as observed on the prototype. Photograph by Laszlo Dora.

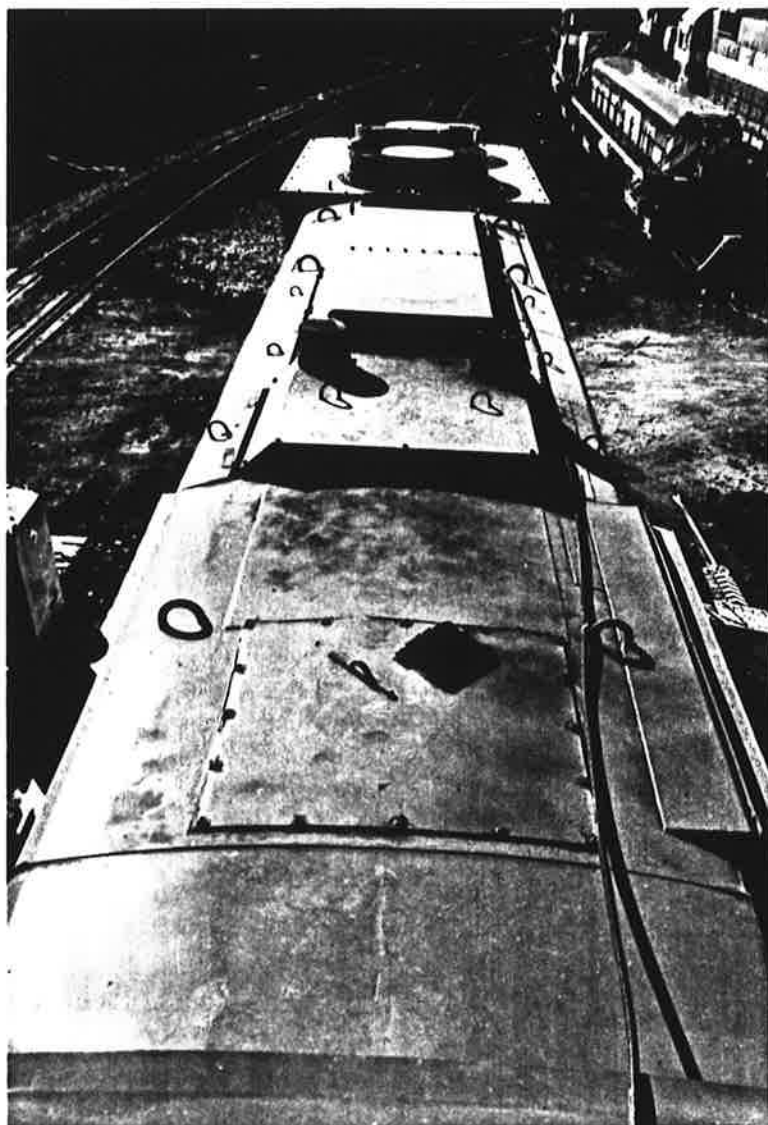


This picture shows the radiator components prior to being installed in the model. The turbo charger coils were assembled from strip styrene overlapping horizontally and vertically, with portions cut away afterwards. The darker shape is the "V" shaped screen would be located above the gear box; representing the radiator itself. Photograph by Laszlo Dora.

ductor caps and step lights were installed. A drop step enclosed in a styrene frame and a post with extended hand rail was added to the upper portion of each pilot. On each supplied end handrail, the MU details were removed, and the center portion spanning the drop step was cut away. A chain was added after the model was painted. Refer to the MU detail on sketch 2 and photographs 8 and 9.

Using the pilots made by Kaslo Shops, saves some work, though you will not be able to see through the steps. I have obtained a set for the next RS-18 conversion.

4. PAINTING, APPLYING DECALS AND BALLASTING THE MODEL

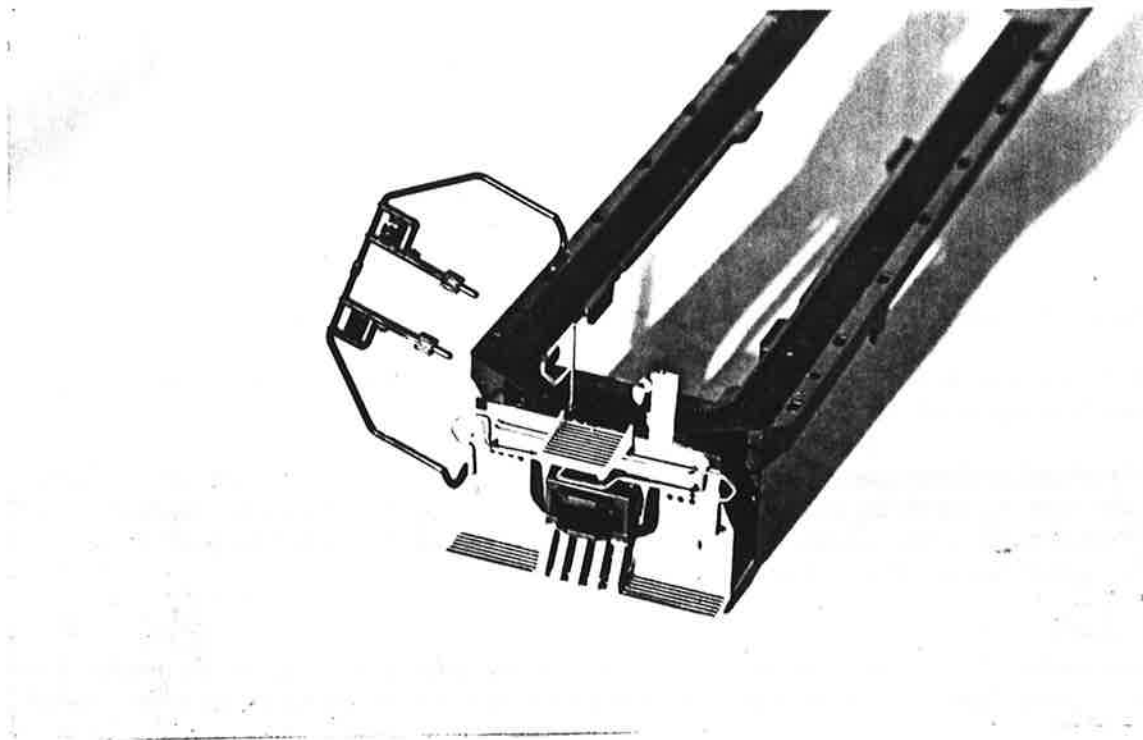


The top of the locomotive is to be seen in this picture. The various height of the panels along with the other details are clearly to be seen. Photograph by Andy Wegmuller.

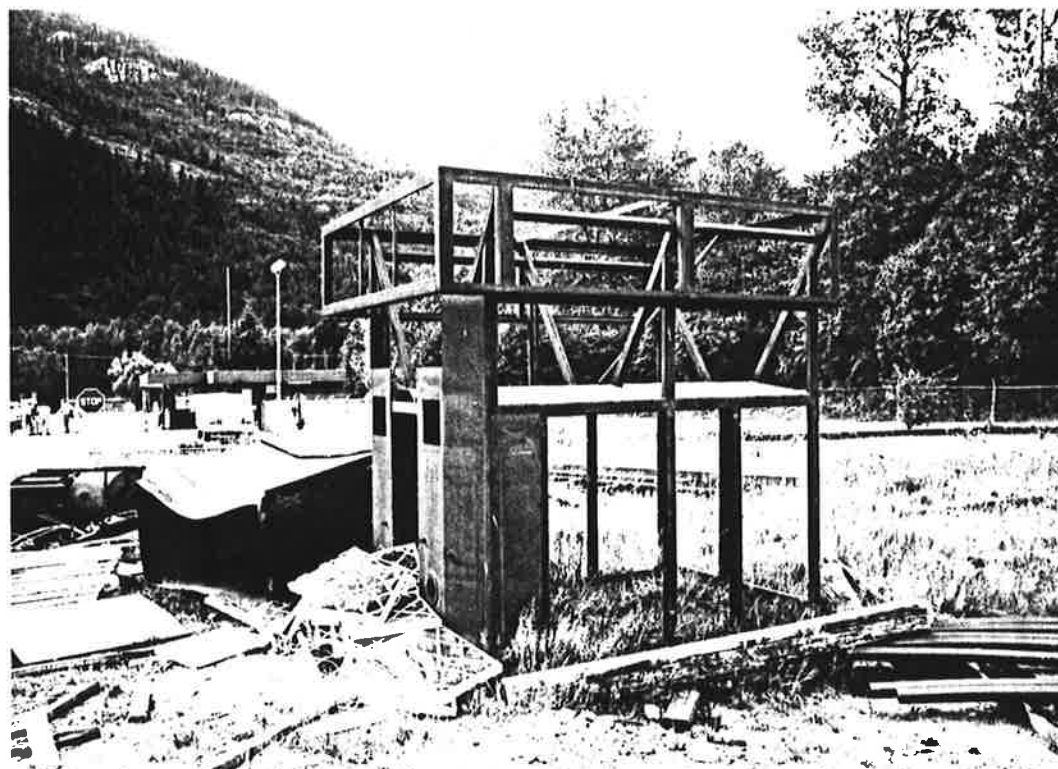
The model was primed and painted with Floquil paints. Extreme care was taken in masking and painting the radiator area, due to the openings in the fine metal mesh. A few were filled with paint and were afterwards poked out with a pin. The locomotive's rear gear box was painted yellow to simulate the yellow component as seen on the prototype. Photograph 9 shows the completed model and photograph 5 shows the radiator detailing.

In issue 20 of the *Cariboo* (April 1995) I provided the formulas for the BCR greens. Below I have listed the colours for BC Rail along with the BCR yellow for those who wish to model a regular RS-18. The formulae were developed to be used with Floquil paints and in order to obtain a true colour match to new paint, a coat of 'Gloss' must be applied or otherwise the paint will resemble a weathered surface. Because the decals are the wet type, a gloss surface will be required in order to obtain good results, and do not forget to thin the paint adequately to use with an airbrush.

SPIRIT WHITE	1 part	110050	dark blue
	16 parts	110009	primer
	480 parts	110011	reefer white
RED	25 parts	110030	reefer orange
	40 parts	110187	socony red
	1-2 parts	110070	roof brown



This picture shows the partially completed detailing at the rear pilot. The pilot steps along with the drop step are in place along with the uncoupling bar and the continuous grab iron above it. At the top, the MU stand and drop step rail are also in place. The plastic railing will have the MU details removed and the center portion cut out and replaced with a chain. Photograph by Laszlo Dora.



This shows the framing used for all the rebuilds following the 609. Photograph by Laszlo Dora at Squamish, 1996.

BLUE	10 parts	110050	dark blue
	1 part	110058	conrail blue
SILVER	Use your favorite brand		
YELLOW	1 part	110011	reefer white
	3 parts	110030	reefer orange
	22 parts	110031	reefer yellow

Remember to add a bit of 110003 Hi-Gloss to each batch to give a smooth surface.

With regards to the decals, except for the yellow warning messages on the pilots (from the scrap box) all others came from the locomotive decal sheet produced by Andy Wegmuller.

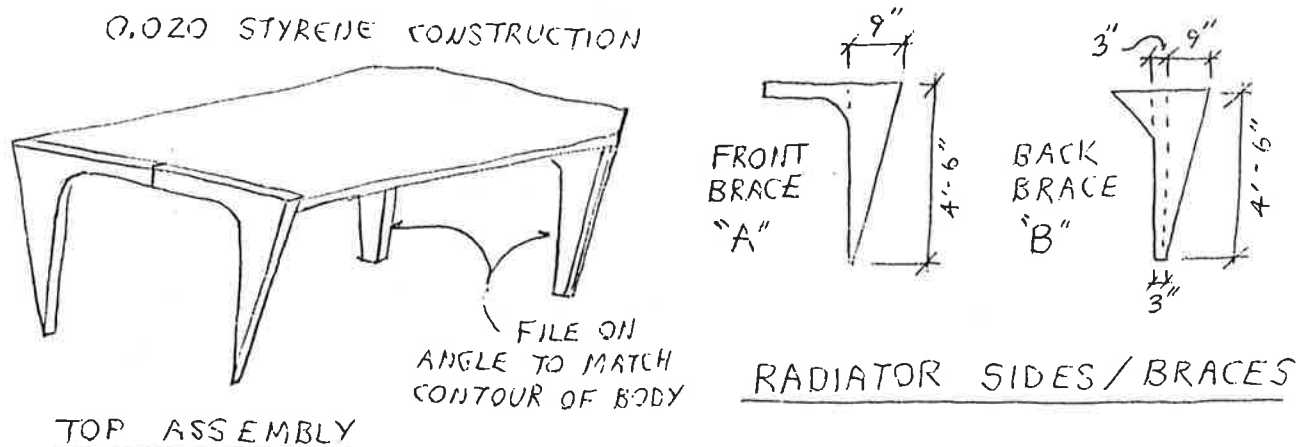
With regards to the ballasting of the locomotive, both weights that were originally located over the gear boxes were left out. The front one was left out since the new chop nose left no room, and the rear one due to the radiator coil detailing. Though there is room for lead weights in other areas, my locomotive had plenty of pulling power to do its job on my layout, so no additional weight was added.

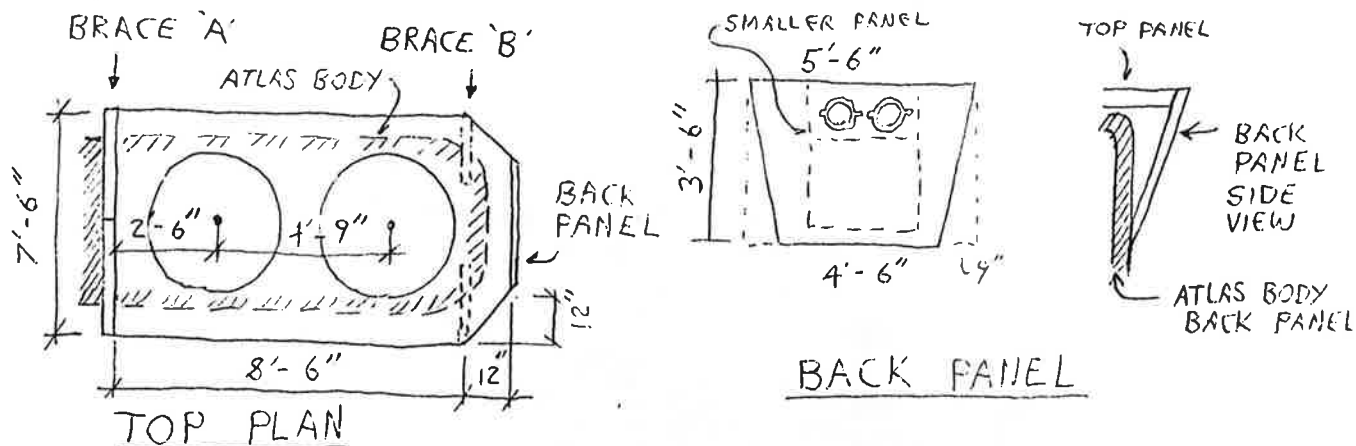
5. PARTS LIST

This condensed list only contains the required manufactured detail parts that I used for the project. It is assumed that most modellers have a good stock of sheet and strip styrene and of course, often there are alternatives available.

ATLAS	RS-11
JUNICO	C-33 RERAILS
CANNON & CO	FB-1901 AAF ANGLED FILTER BOX
MINIATURES BY ERIC	H38 HORN
A-LINE	29201 SHORT WINDSHIELD WIPERS
DETAILS WEST	BE 176 SIDE HOOD BELL
	SL 172 STEP LIGHTS
	FF 167 FUEL FILLERS
DETAILS ASSOCIATES	RA-1803 SINCLAIR ANTENNA
	LT-1004 PYLE TYPE LIGHTS
	FU-3101 FUEL GAUGE
	MU-150A MU HOSES
	SY-2206 EYE BOLTS
	SS-1301 CAB SUNSHADE
	CB-2301 WINTER WINDOW
	MU-1506 MU STAND (use plug caps only)
TRAIN STATION PROD.	#140 48" EMD FANS
TRIPART	PA-2 .22x.22mm MODELING MESH

SKETCH 1 This sketch shows the construction details for the radiator enclosure and top.

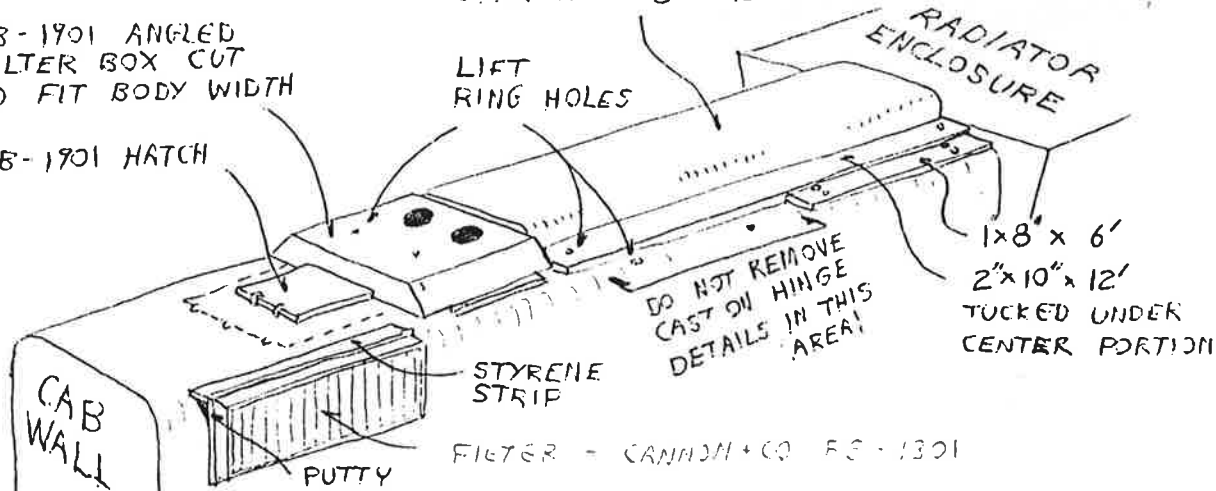




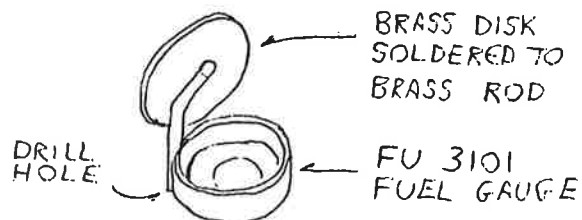
TOP DETAILING

FB-1901 ANGLED
FILTER BOX CUT
TO FIT BODY WIDTH

FB-1901 HATCH



SKETCH 2 This sketch shows how several of the smaller details were made up.



EXHAUST STACK DETAIL

(PAINTED BLACK)

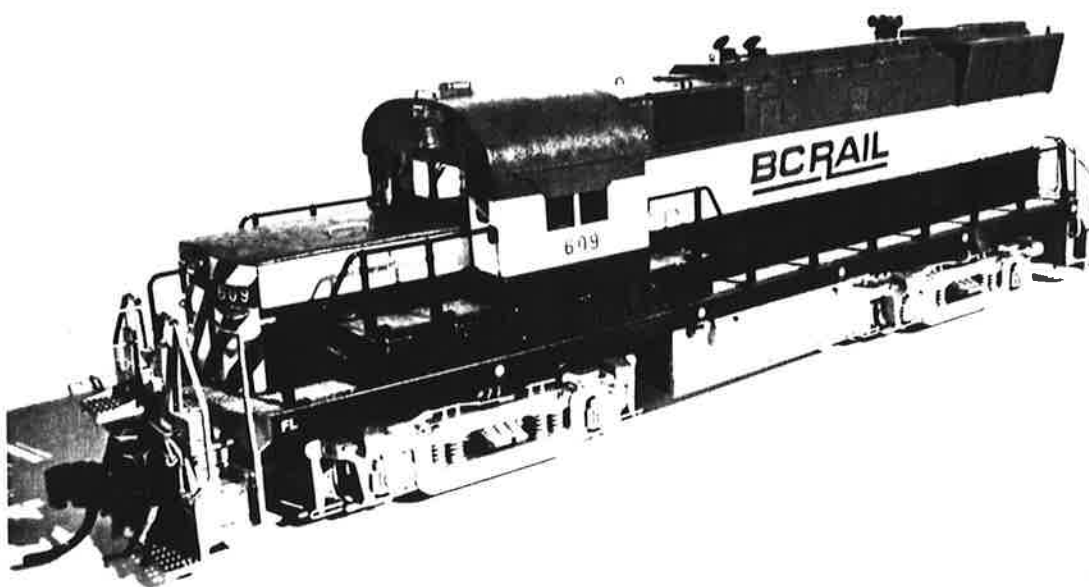
STYRENE CIRCLE FROM PAPER
HOLE PUNCH

48" EMD FAN
SHROUD

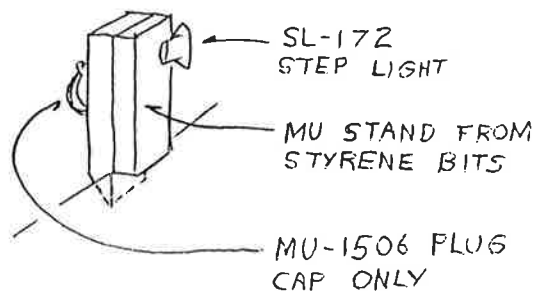
FAN BLADE
INSTALLED AFTER
PAINTING

RADIATOR FAN DETAIL

(SHROUD - BODY COLOUR)
(FAN BLADE - SILVER)

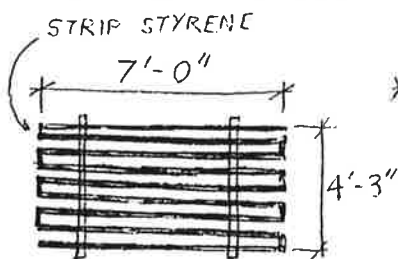


This picture shows the completed model. The front pilot has a solid center portion compared with the slotted detail of the rear pilot.
Photograph by Laszlo Dora.

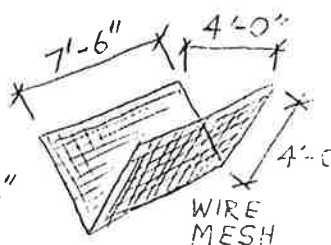


MU STAND DETAIL

(PAINTED SILVER)

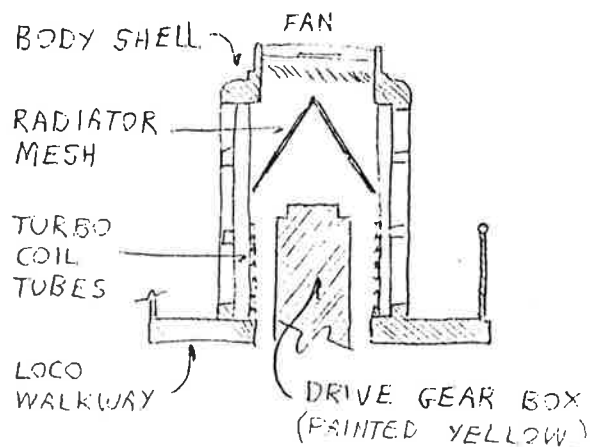


TURBO COIL - 9 TUBES
(PAINTED SILVER)



RADIATOR
(PAINTED BLACK)

RADIATOR DETAIL DIMENSIONS



RADIATOR DETAIL ASSEMBLY (CROSS - SECTION)

INTERCHANGE

Member Brian A. Elchlepp has for sale:

Four Kitbashed HO Scale M-420's (3 'A' units and One 'B'). Built from Atlas C-424 bodies, DDGM Comfort Cabs modified to MLW features and overland powered underframes. Terrific looking, painted/weathered, fully detailed, smooth running, like brass but half the price. Units available: M-420 640 (as delivered scheme), M-420 646 (Green Lightening Bolt Scheme), M-420 641 (Red White & Blue) and M-420B RCL 686 (as delivered scheme). \$250.00 each OBO. Photo's available upon request. Contact Brian at 10100 NE 144th Pl., Bothell, Wa., USA, 98011, phone 425-823-7032 or email at belchlepp@iddaerospacecorp.com.

Member Jim Moore has the following for sale:

All items new in box. Complete kits. All HO scale. List price/sale price.

Atlas Evans double plug door boxcar. one BC Rail dogwood, one undec. \$14.95 ea/\$12.50 ea

E&C Shops. 52-6 mill gondola. smooth side, strap ends. undec. \$8.50/\$7.50

Red Caboose. Type 103W 10k gallon tank car. Philips 66. \$13.95/\$12.00

Proto 2000. 8k gallon Type 21. Riveted tank car. Hercules. \$13.95/\$12.00

Proto 2000. 52-6 drop end mill gondola. TH&B. \$9.50

Red Caboose. PGE. 42' flat car with fish belly sills. \$9.50/\$8.00

Red Caboose. PGE 40' AAR boxcar. \$13.95/\$12.00

Red Caboose. PGE wood reefer. \$14.95/\$13.00

BevBel/Athearn. 50-foot boxcar. BCOL 3267. dk green. \$11.00/9.50.

BevBel/Athearn. 40-foot box. PGE #4013. caribou herald. \$8.00

Walthers. 40-foot boxcar. CN, maple leaf. \$5.99/4.50.

Walthers. CBF load. Slocan. \$5.98/\$4.50

Scenic Sets. lumber load. Louisiana Pacific. does one 40', 50' or 60' foot car. \$5.00

Bev Bel/Athearn. 40-foot steel boxcar. BCOL #4055. dk green, dogwood. Kadees. \$4.50

BevBel/Athearn. 40-foot boxcar. BCIT 803609. Dk green. Kadees. \$4.50

BevBel/Athearn. 40-foot steel boxcar. PGE #8003. map herald. Kadees. \$5.00

All prices are USD. All items subject to prior sale. Buyer to specify shipping method.

Previously operated, but in very good or better condition:

Atlas. GP-7. Canadian Natl #1706. Dk green and gold. Make offer.

Atlas. GP-7. Canadian Pacific #8411. maroon & grey. Make offer.

Athearn. CN steel van. maple leaf. rear cupola. \$4.00

Athearn 50-foot gondola. BCOL #9304. HK decals. steel herald boards. Kadees. copper concentrate load. \$4.50

Athearn. 50-foot gondola. BCOL #9286. dk green, dogwood, steel herald boards. Kadees. \$4.00

Athearn. RDC-1 and RDC-3. both unpowered. silver with BCOL dk green banding. Kadees. \$10.00 each

N Scale of Nevada "Sierra Pacific" lumber load: \$3.50

MDC bulkhead flatcar. CP Rail #317388. Kadees. Wrapped Masonite load, dunnage. \$6.00

Details West. 50-foot double plug door. Pozzi Forest Products. Kadees. \$6.00

MDC 50-foot plug door. BCOL #4553. lt green, dogwood. Kadees. \$4.50

Athearn. steel reefer. CN map herald. Kadees. \$4.00

Athearn. 40-steel boxcar. CN 576689. Yellow doors. Kadees. \$4.50

Athearn wide-vision (center) cupola, steel van. BCR #1877. r/w/b. Kadees \$4.50

Athearn. 40-foot steel boxcar. CP "Spans the World". Kadees. Two.

Athearn. steel van. PGE #1817. caribou herald. Jaybee wheels. spring trucks, Kadees, window glass. \$7.00

Athearn center dome tank car. Procor. black. Jaybee wheels. Kadees. \$5.00

MDC shorty gondola. BCOL #9256. Pipe load. Kadees. Jaybee wheels. \$6.50

MDC. 50-foot combination door boxcar. BCOL #5437. dk green, dogwood. Jaybee wheels, kadees.. \$6.00

MDC. 50-foot plug door. PGE #4504. boxcar red. Kadees. \$4.50.

MDC. wood reefer. PGE #819. caribou herald. CDS. Kadees. \$4.50

Athearn. 40-foot boxcar. PGE #4012. caribou herald. Kadees. \$4.00
 MDC. 40-foot boxcar. PGE 4001. map herald. Kadees. \$4.50
 Walthers. steel, plug door boxcar. CP (script). Jaybee wheels, Kadees. \$5.00
 Athearn. 40-foot boxcar. CASO #138139. Kadees. \$4.00
 woodchip hopper special. kitbashed from Athearn gondolas a la Patrick Lawson RMC article.
 BCOL #90176 (dogwood herald), steel herald boards, Kadees. chip load. \$4.00
 BCOL #90100 (dogwood herald). Kadees, chip load. \$4.00
 BCOL #90397 (dogwood herald). Chip load, Kadees. \$4.00
 boxcar red. undec. chip load. \$2.00
 Heljan enclosed water tank. Reflective of PGE and CPR. Airbrush painted and weathered. Upgraded per SSwain article in RMC. \$3.50.
 And, finally, trees! Hundreds and hundreds of evergreens. 3 to 6 inches tall. Commercial and homemade, using just about every method presented during the last 10 yrs. Here's an affordable opportunity to forest your layout in a hurry. No reasonable offer declined.
 Contact Jim Moore, 25852 McBean Parkway #187, Valencia, California 91355, USA or email at Transitwiz@aol.com.

Late Late News

BC Rail has purchased Canadian Stevedoring Co., and its subsidiaries Casco Terminals and Casco Forwarding. BCR already owns Vancouver Wharves, a large bulk and forest products terminal. The new acquisition makes the railway the largest stevedore and terminal operator in British Columbia. Canadian Stevedoring was founded 75 yrs ago and has remained a family-owned venture until the sale. Canadian Stevedoring/Casco Terminals operates Centerm, a large container and forest products terminal in Vancouver. Centerm is currently in the midst of a major expansion. The company also owns Fairview Terminal at Prince Rupert. (Marine Digest)

Canadian Pacific Railway brought a sister steam locomotive to BC Rail's Royal Hudson #2860 to Vancouver at the end of September. Acquired from a collection of preserved steam locomotives in Pennsylvania, the engine was set to undergo a thorough inspection at BCR's North Van steam shop. According to a CPR spokesman, "Nobody has decided where it will operate if, indeed, it can be operated, or where it will go if it is only possible to restore it for display." (Vancouver Province via Glen Etchells) The refurbishment of CPR 4-6-4 Hudson 2816 will cost up to \$900 thousand U.S. The locomotive will need a new boiler jacket, and new cab. "You won't recognize her when it's done" Al Broadfoot said, one of the project staff to renew the locomotive.

Four people had a close call after their car collided with the Pacific Starlight dinner train at Ambleside Park in West Vancouver. Police report that the car failed to stop at the train crossing. The September 12 incident is the third recent accident involving BC Rail. In August, a driver failed to stop for a train at the 15th Street rail crossing in West Vancouver. Earlier in the month, a 66-year old North Vancouver man was killed near the south foot of Bridge Road. Initial investigations indicate the victim was under a boxcar when it began moving as part of regular rail yard shunting operations. As a result of these recent events, BC Rail has increased its efforts to alert the public to the dangers of railroad trespassing. (Vancouver Province and North Shore News via Glen Etchells)

BC Rail disbanded its corporate communications department following the recent retirement of long time manager Barrie Wall. As of August 1, the department's duties were contracted out to Vancouver-based National Public Relations. (North Shore News via Glen Etchells)

BCR Group has sold four-year old Westel Telecommunications to a New York-based firm in an all-cash \$55 million deal. Westel, which had been on the block since February, was purchased by RSL Communications, which has announced its intent to create a new national long-distance carrier in Canada. Money from the sale will be used to pay for capital projects within the provincially owned BCR Group, and to return a dividend to the government. (Vancouver Province via Glen Etchells)

BCR announced a change in schedule effective for the period October 13 through November 19. In order to accommodate necessary track maintenance, all southbound departures of the Cariboo Prospector will be one hour later than scheduled. Northbound train times were not affected. (Glen Etchells)