The CARIBOO

A Publication of the BC Rail Historical and Technical Society

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P.G. RAILS '99
BCRH&TS-CN Lines SIG
Joint Convention Issue

Table of Contents

Feature Articles

Departments

Cover Photos

4012 PGE's original Grain car for moving Peace River Grain to market in the lower mainland of BC. This photograph was taken at Quesnel on July 4th, 1953.

Photograph from the collection of Stan Styles. By permission from Quality Rail Graphics. Photograpgher unknown.

7216 with a slug and another rebuilt *GEEP* outside the CN Prince George shops on March 16, 1998. Photo taken by Timothy Horton

The CARIBOO

Editor in Chief: Brad Dunlop

Editors: Don Lewis
Malcolm Anderson

Layout & Printing: LPD Publishing

All contributions are welcome. It is helpful if submissions are provided on PC compatible disks in an IBM PC bases word processor or electronically over the Internet, MAC users can send ASCII text if they don't have access to MS Word, or typewritten as a last resort.

All submissions are subject to editing by the editorial board as a condition of publication. Material will be retained unless other arrangements have been agreed upon in advance.

Your editors encourage submission of photographs and other illustrations which serve to reinforce the content of the material submitted. Appropriate captions including dates and locations should be included where ever possible. Photographs may be submitted as B&W or Colour prints (and negs) and as a last resort in Slide format. Scanning will be done at the layout stage to suit the required size.

Text submissions may be sent electronically to Brad over the internet, at bocdunlop@home.com or mailed to Brad at 170 Jupiter Ct., Kelowna, BC V1X 5W5 Canada. Faxes can be sent to LPD at (250) 766-4201.

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

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IN THE NEWS

by Trevor Mills

BC Rail has started to equip its Cat conversions for belt-pac operation. The first locomotive to have this is 630. It has been in and out of the backshop for the last two weeks on trials. I hope to see it in the Squamish yard in the next week. The locomotive has two flashing orange lights on the top of the carbody above the radiator fans. The colours are all blue above the running board and silver below with white stripes on the nose only. There are no stripes on the end of long hood. The BC Rail logo is on the side of the long hood. The next locomotive to get the belt-pac is the 621.

The railwest car and paint buildings have been cleared out in preparation for possible rental by a movie company. All carshop activities have returned to the old steel carshop building and painting will be done in the old paint shop to the east of the carshop.

2860 made a test run with a string of chip cars to Squamish before being placed on her regular run. The consist was CN 873652, CN 873721, CN 873733, CN 873714, CN 880791, CN 880839, CN 880666, CN 880843, CN 873703, CN 879508, and caboose 1854. She returned to the regular run the next day. 3716 worked the last week in June while the 2860 was in the shop for more work.

On March 29 locomotive 3613 collided with a string of loaded cars at Exeter. The locomotive has a bent frame and is at Squamish for assesment.

Locomotive 601 and the dinner train powercar have been repainted in a Tuscan Red and Maroon colour scheme with the dinner train logo on the side. The power car has been used on the Royal Hudson twice while the Shalath has been on charter trips.

All ALCO powered locomotives are now in storage at Squamish. These are 641, 646, 647, 644, 631 and 632, which is the last locomotive in the two tone Green. 631 has worked the Squamish yard several times in the past weeks and could be the last operating ALCO powered locomotive on BCRail.*(ed: see photo section)*

Leased locomotives sighted at the shops, on June 13 1999, HLGX 6801 and 6803, HLCX 6060 , 6083 and 6074. All of the locomotives left BC Rail during the next weekor so.

VIA Budd car 6125 is still at Squamish. PGE insulated car 8026 has been renumbered 993845. BCOL 1800 is at Squamish awaiting disposal after a major fire.

E&N locomotive No. 104 was at Squamish for traction motor work during the week of June 13.

INTERCHANGE

Dining Car Data

The information I would like to locate concerns the interior layout of PGE diner 653. This car was purchased by the PGE as a day coach, one of three purchased from the Lehigh Valley in 1947. Two remained in coach use by the PGE while one, which became 653, was converted to a diner by the PGE in 1947. I understand that the car was refitted with a kitchen, a 12 seat lunch counter, and a 12 seat dining area (per Tim Horton's The PGER Vol.2 pg10)

I am planning to build a model of this car, and while I do not intend to fully detail the interior, I would at least like to put in place those major bulkheads which can be seen from outside, & perhaps some tables, chairs, stools with people in place, which could be seen from outside.

To this end, I would appreciate ANY information that may be able to be provided as to the number and location of washrooms, the location of the kitchen, lunch counter, and dining area within the car; the extent of each of these areas; the type and extent of dividing bulkheads defining and separating these areas one from the other and from the passageway through the car, and the arrangement of tables/stools in the seating areas.

Interior photos of course would be most helpful, but even verbal or written information from someone with personal knowledge of this car could be very helpful. Oh yes, one other item would be the colour used on the car's interior walls.

Member Bart Reemeyer
3925 Viewridge Place, West Vancouver, BC V7V 3K7
callBart@compuserve.com

Wanted

Smokey Valley Products Early North American Safety Cab suitable for CN GP38's and SD40-2's.

Member Mike Jackson,
Apt. D 5759 Claremont Ave.,
Oakland, CA 94618 USA

Photos of PGE Flat cars 1222 to 1473 and Piggyback ACF cars 7000 - 7030

Member Brad Dunlop

Prince George

Host city of the PG Rails '99 Convention

August 12th to 15th, 1999.

This article was edited by Andy Barber, based on articles from BC Rail Annual Reports, from BC Rail Traveller Magazine 1995, CN Lines Vol. 9. No.1 and from notes and maps provided by Roy Smith.

Just over two centuries ago, Sir Alexander Mackenzie recorded the area of what is now Prince George in his journals as a possible settlement site. While engrossed with what would become the first land crossing of North America by a white European male with false teeth, a trick knee and a Haggis dependency he was still able to spot the potential of the land around the confluence of the Nechako and Fraser rivers. Thirteen years later, Simon Fraser camped on the same site and was followed in 1807 by the Hudson's Bay Company, which established the community of Fort George. In 1915 Fort George became Prince George and over the years, with outlying areas included the cities size grew to 322 square miles with a population of over 150,000.

In 1995, Mayor John Backhouse declared that the mission of Prince George was to fulfil its destiny as British Columbia's northern capital. Blend that into M.C. Norris' 1985 statement that BC Rail was created to carry the natural resources of central and northern British Columbia to markets around the world and you begin to appreciate the key role that Prince George plays in BC Rail's operations.

To the people at BC Rail the North begins around Williams Lake and extends to Fort Nelson, 660 miles away (1056 Km for those of you who do not wish to break the law). It is rich country and it is the heart of the railway. Over 80 percent of the traffic carried by BC Rail originates in this territory.

The nerve centre for this region is Prince George, which, as Roy Smith puts it, "is no more than 500 miles from any place that matters". Log trains, lumber, coal, sulphur, wood chips, pulp, TOFC units and a host of other lesser commodities are all funneled through BC Rail's Prince George Yard. It is switched by three sets of CRS-20 locomotives with their Slugs. And until recently, BC Rail's two C-420's, including # 632, the sole survivor of the two-tone Green livery, could be found assisting the CRS-20/Slug sets. (*Ed note: see the In The News column, this issue.*)

The yard itself is over two miles long (See the accompanying map) and is located just South of Prince George. The Main Shops, Passenger Station, Administration Centre and Maintenance of Way facilities are all within the Yard, while the highly successful BC Rail Industrial Park borders it on one side.

The Interchange tracks with the CNR lie about a mile North of the Yards throat, on the East Side of the Fraser River. There is a lively exchange of rolling stock, with BC Rail handing off lumber for the CN Chicago train, grain for Prince Rupert as well as other consignments and receiving empties plus some CN traffic.

For the railfan, Prince George is the proverbial jar of goodies. In addition to the BC Rail operations, CN operates the biggest Yard in northern B.C. With more than 7000 feet on the longest individual tracks the Yard can hold more than 2100 cars. Almost a half million cars a year pass through this yard.

The Prince George Railway and Forest Museum contains a wonderful collection of rolling stock. The Takla coach is there, as is the Endeavour. Not to be missed is the 1912 0-4-0 Davenport 2 foot gauge loco. It is one of three original locomotives used to build the Grand Trunk Pacific railway through the Prince George region.

Prince George is served by VIA Rail, BC Rail, Air BC, Canadian Regional Airlines, Westjet and Greyhound.

For VIA Rail: the Convention timing looks like this:

Leave Jasper Wednesday, August 11th, 1999 at 12:45
Arrive Prince George at 19:00.

Leave Prince Rupert Wednesday, August 11th, at 08:00 Arrive Prince George at 20:10.

Leave Prince George Monday, August 16th, at 08:30 Arrive Jasper at 16:45.

Leave Prince George Monday, August 16th, at 07:45 Arrive Prince Rupert at 20:00.

For BC Rail:

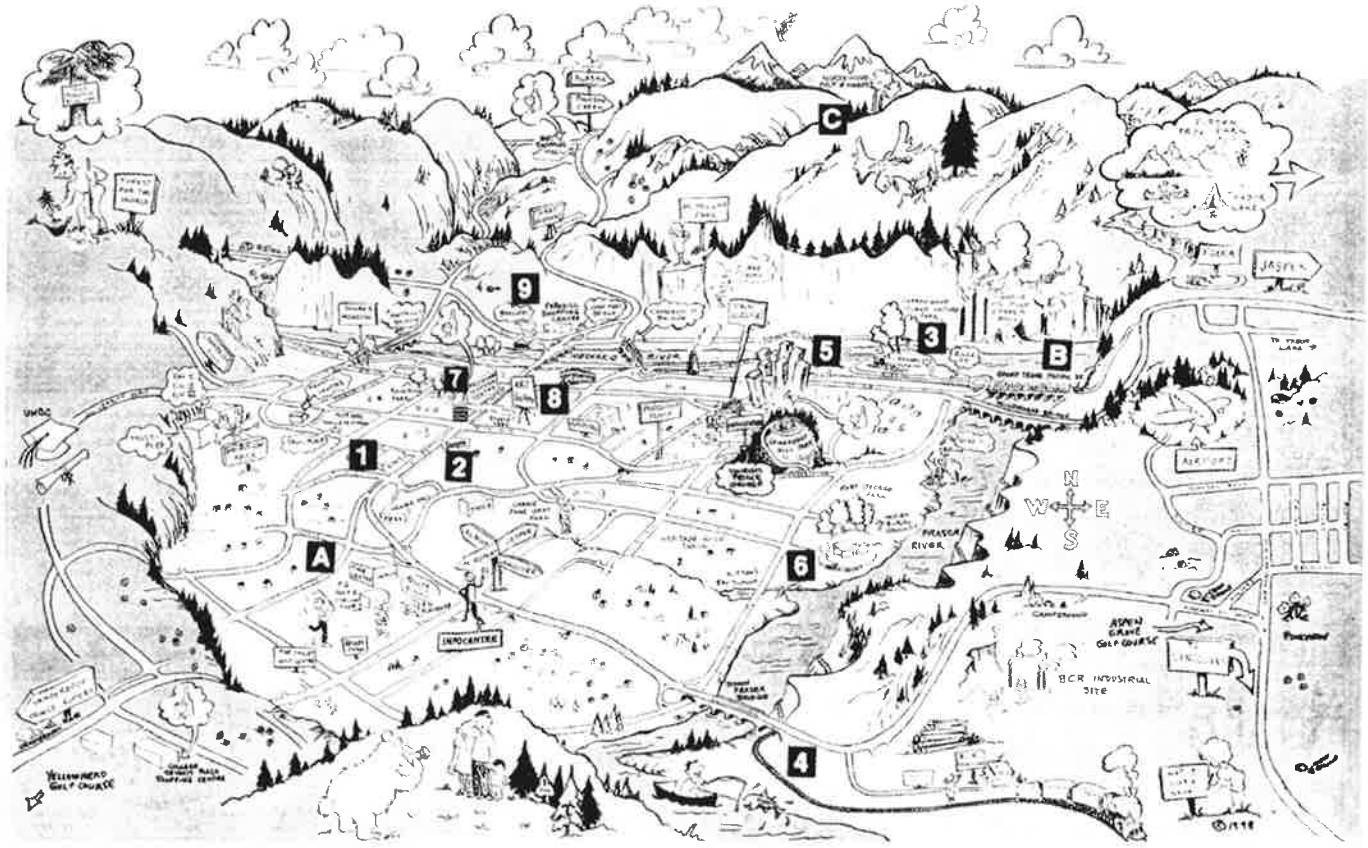
Leave North Vancouver Wednesday, August 11th, at 07:00
Arrive Prince George at 20:30.

Leave Prince George Monday, August 16th, at 07:00
Arrive North Vancouver at 20:45

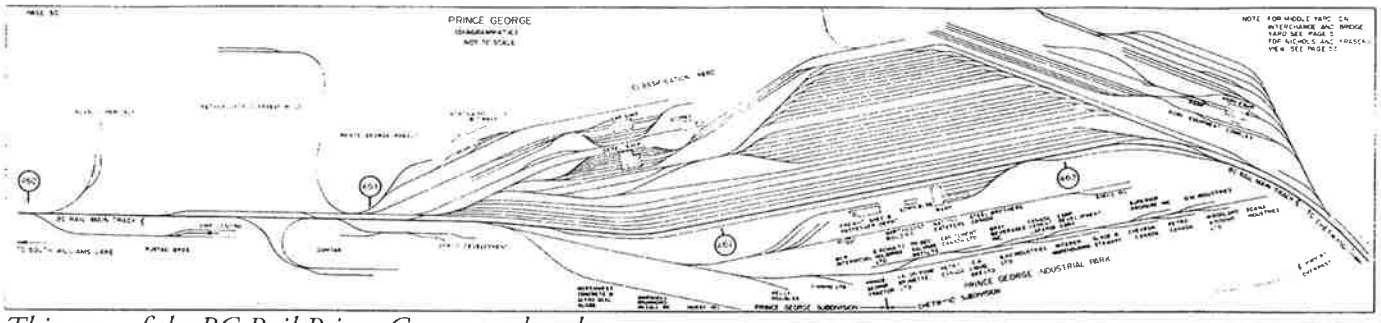
BC Rail is offering a 20 percent discount for Convention attendees. Return fare is $310.40 CDN, meals included from North Vancouver, BC

At the time of writing this the best return airline fares are available from Westjet as follows:

Vancouver/Prince George	$249.00 CDN
Victoria/Prince George	$170.00 CDN,
Edmonton/Prince George	$197.00 CDN



1) College of New Caladonia (CNC)
2) Several Hotels and Motels
3) Prince George Railway Museum
4) BC Rail Industrial Estate
5) VIA Rail Station & CN yards
6 Fort George Museum & 2 foot gauge railway
7) P.G. Hobbies
8) Prince George Art Gallery
9) Pacific Western Brewery
A) Prince George's largest shopping center
B) Lift bridge built in 1913 by Grand Trunk Pacific
C) Northwood Pulp Mill- operates own Railway



This map of the BC Rail Prince George yard and Industrial park was too light to get a good scan but is inserted here to give an idea of the over all facility

Partial Equipment List and photos for the Central British Columbia Railway and Forest Industry Museum Society, Prince George B.C. by Roy Smith.

Motive Power

1) Steam Locomotive, CN #1520, Class H-4-a, 10 Wheeler, built 1906 by Canadian Locomotive Company.
2) 65 Ton Diesel, #2 ex-Canfor, Nee US Army #7156, built 1943 by Atlas Car and Manufacturing Company.
3) 65 Ton Locomotive, #101, ex-Northwood Pulp & Paper, Nee US Navy #65-00407, built 1943 by General Electric.
4) "Robot" Remote Control Car, BCR #RCC 1, Nee Great Northern F7B #455B, originally built 1950 by G.M.'s Electro Motive Division.
5) F7A, CN #9169, built 1951 by EMD.
6) RS-10, BCR #586, Nee PGE #586, built 1956 by Montreal Locomotive Works.
7) 70 Ton Diesel, Eurocan #307, built by GE.
8) 25 Ton Diesel, No number, ex-Louisiana Pacific, Exx-Diamond Match #870, Nee Diamond Match #7, built 1948 by GE.

Large Rolling Stock

1) PGE 6001, Wooden Snow Plow, built 1903.
2) CPR 414325, Steam Crane, built 1913.
3) Nechako, Business car, built 1913.
4) Genelle, Sleeper, built 1913.
5) PGE 1845, Caboose, built 1913.
6) PGE 1837, Caboose, built 1914.
7) CN 61066, Boxcar, built 1923.
8) CN 71560, Boxcar, built 1914.
9) PGE 991130, Flatcar, built 1914.
10) PGE 993565, Tankcar, built 1918.
11) CN 51070, Jordan Spreader, built 1919.
12) CN 57959, Cable car, built 1919.

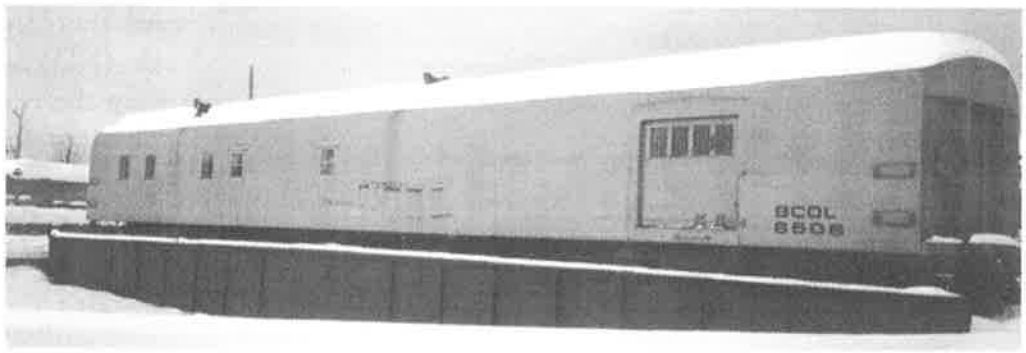
13) Endeavor, Combination car, built 1920.
14) UTLX 66282, Tankcar, built 1920.
15) PGE 992356, Boxcar (Archives), built 1921.
16) CN 60045, Baggage car, built 1923.
17) CN 15064, Coach, built 1927.
18) PGE 990602, Takla Coach, built 1928.
19) CP 402109, Boom car, built 1929.

20) PGE 990245, Coach/Diner car, built 1934.
21) CN 52493, Wheel car, built 1939.
22) Museum Car, Boxcar (yellow), built 1940.
23) CCCX 178, Log car, built 1942.

24) PGE 990201, Cat (Dozer) car, built ??.
25) PGE 5000, Cattle car, built ??.

26) PGE X219, Wood Outside Braced Boxcar, built 1918.
27) PGE 9929, Gondola converted to Wood chip car, built 1954.
28) PGE 992253, Flat car, built 1954.
29) PGE 8030, Reefer car, built 1969.
30) BCOL 5309, 50 foot Boxcar, built 1971.
31) Tender, ex-3716, built 1913.
32) CN 59335, Coach (Silver roof), built 1924.
33) CN 55436, Russel Snow Plow, built 1950.
34) BCOL 992010, Bunk (Outfit) car, built 1928.
35) BCOL 992417, Coach/Diner, built ??.
36) CN 54951, Coach/Sleeper, built 1923.
37) CN 54953, Coach/Sleeper, built 1923.
38) CN 76002, Caboose, built 1899.
39) CN 344916, Wood Outside Braced Boxcar, built 1912.
40) CN 421162, Wood Outside Braced Boxcar, built 1913.
41) CN 409654, Wood Outside Braced Boxcar, built 1914.
42) CN 426469, Wood Outside Braced Boxcar, built ??.
43) BCOL 5667, 50 foot Boxcar, built 1971.

BCOL 1840 caboose was originally a box car bought by the Pacific Great Eastern from the CPR in 1955 and converted as you see here



BCOL 6506 a work train tool and wash car was originally a CPR Express baggage. Seen here on the 1913, 88'-10" GTP turntable.

Item 13 Endeavour Counter Diner / Generator car was originally a Reading Coach / Baggage aquired by BCR in 1977 from the American Freedom Train

Item 20 BCOL 990245, Work Train Diner. This 1934 car was formerly a Milwaukee Road coach bought by PGE in 1957.

Item 24 PGE 990201 Work car called a CAT car , because a Caterpiller D5 or D6 bulldozer would ride on the flat deck ahead of the storage room.

Item 22 The Museum Car, a boxcar painted Yellow and located near the entrance to the Museum was Sbuilt in 1940.

Kitbashing BCR's M-420W

by Brian A. Elchlepp
Photos by the author

In 1973, the British Columbia railway found itself in need of additional 4-axle power to handle traffic on the north end of the system. At the time, the railway was all Alco-MLW powered, so it was natural for them to turn to Montreal Locomotive Works for new engines. MLW had just introduced the 2000 hp M-420W with its then new "Safety Cab" which had made it's debut on Canadian National. The unit seemed to be just what BCR was looking for to handle road trains on the north end of the system and the Railway placed an orders for 8 of the cab units and 8 cabless B units.

Delivered in a modified version of the railway's then standard single band two tone green paint, the units went right to work. Over the course of their service life, these units ended up seeing just about every type of duty that BC Rail had to offer. the units were equally at home in North end service, Takla Sub log trains, work trains and even main line service or in mid train remote operation. A quarter of a century after their delivery 4 of the original 8 cab units (641,644,646 & 647) remain on the BC Rail roster. These units have been stored at Squamish since May awaiting an uncertain fate following 25 years of working in the harsh British Columbia Environment. The M-420 has turned out to be a popular locomotive on the second hand market and these remaining units will likely be sold to a shortline. There is also a remote possibility that they may be held by the railway for eventual conversion into road slugs.

I have always admired the M-420W. The sound generated by their 12-cylinder 251C prime mover was distinct and sharp when compared to the other power on BCR. In addition, their pug nose made them look just plain mean. I am not sure that any other locomotive looked better in BCR's lightening bolt green paint than did the M-420W. Ben Bachman once wrote of the M-420 that they "Made other engines they came in contact with seem like little boys in short pants" and I couldn't agree more.

I set out to figure a way to make a model of these engines without incurring the expense of purchasing the Overland Models brass version. What I came up with follows. While not precisely accurate, the model that I made captures the rugged look and feel of the M-420. To make the unit I used a body shell and frame from an Atlas C-424 for the long hood, a modified GM Wide Cab and an Overland B-23-7 Chassis that OMI sells for repowering a Proto Power West body. These parts are all readily available and should pose no particular problem when you go to find them.

There is a fair amount of filing and bodywork to be done, but the majority of it goes quickly.

So let's get started.

Body Modifications

Remove and discard standard cab. (NOTE:) Keep the rear cab steps for later use.

File off the dynamic brake housing – Place tape over hatch detail to protect while filing. File off the C-424 stack Fill rear headlight casting with putty and file flush.

Use a sanding block to angle the rounded roof side and end edges to 45 degrees. Remove about 1/8th of an inch from the long hood to allow for the length of new cab and nose.

Use a strip of 16th inch thick styrene to act as the body vent. Cement this piece over the filed area where the

dynamic brake housing was located. Finish sand – It is helpful to spray the part with a thin layer of light gray or primer to highlight any rough spots.

NOTE: M-420's have a flat roof top, unlike the more rounded features of the century series. You could cut away the portion of the long hood roof from the cab to the radiator opening and replace it with a flat piece of styrene. I chose to not do this, but it is an option that you may want to consider

Cab Modifications

The GMDD cab has a centered headlight while the MLW version has an off-center headlight. Plug and file headlight flush with the cab front. Then make a new wedge-shaped headlight mount out of styrene and cement it in place. Refer to prototype photos for location as the MLW headlight is mounted higher on the nose than on the GMDD version.

Use putty to plug the corners of the two outer cab windows. This plug needs to be filed flat and the windows shaped at an angle. See photos for detail. Drill three marker light holes per side over the windows.
Assemble cab and finish sand – It is helpful to spray the part with a thin layer of light gray or primer to highlight any rough spots.

Underframe Modifications

Use a file or a dremel tool to remove the raised round bosses on the underside of the plastic underframe frame. This will position the body correctly on the chassis.

Body Assembly

Check fit of all parts. Pay particular attention to the

width of the walkway in front of the cab and adjust by filing additional material off of long hood if necessary. Bond long hood and cab to walkway using plastic cement. Hold parts together with tape and rubber bands, paying close attention to the walkway to insure that it does not warp. Add rear cab steps left over from the original Century cab.

Test

Mount the body on the Chassis
Check for interference (flywheels can contact the body)
Scrape or file the inside of the long hood to correct any interference.

Paint Body

Choose paint scheme. The M-420W's carried three paint schemes for BCR: the single band "as delivered" Scheme, the two tone "lightening bolt" Scheme and the last red white and blue scheme. None of the M420W's A units received the so-called "Hockey Stick" Scheme, though at least two B units did.

Details

Add details as shown in the illustrations.

Handrails

Use the Atlas end handrail assemblies as the are, no modification required. Form the front cab handrails from Brass wire and bond in place. Use the long hood handrail assemblies for the M-420 long hood, trimming to suit the length and drill a hole in the back of

the cab to accept the handrail end.

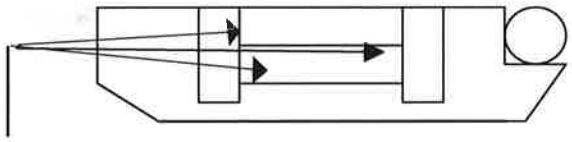
Chassis – Fuel tank modifications

Remove Fuel tank and air tanks, Cut ¾ inch off of one end of the tank. Make two cuts length-wise – one ¼" parallel to the tank from the top and the other from the outside edge of the tank into the original cut. This will make room on the right side of the frame for the air tanks. File smooth and straight.

Fill in end of tank where section was removed. I used 5 minute epoxy to make a wall which I later sanded to shape. Styrene could also be used.

Using a file, trim a notch in the repaired fuel tank end to allow the tank to fit flush against the chassis. This operation needs to be performed, as there is interference fit with the motor housing. Use Styrene Girder Strips to surround Motor housing (See drawing)

Fuel Tank End



Styrene
Girder Strips

Chassis – Truck Modifications

MLW's ZWT (Zero Weight Traction) Truck sideframes were very similar to the Alco FB-2 trucks in appearance. I used them pretty much as they were on the Overland underframe. The major change to be performed was to move the air cylinder on two of the side frames from one side of the truck to the other. This has to be done as the brake cylinders on each M-420 truck sideframe were next to the fuel tank. On the FB-2's the cylinders were all located on the left side of the side frame.

Remove two of the FB-2 Side frames from the truck assemblies.

Using a Dremel, carefully cut away the brake cylinder from the truck. File or sand as necessary.

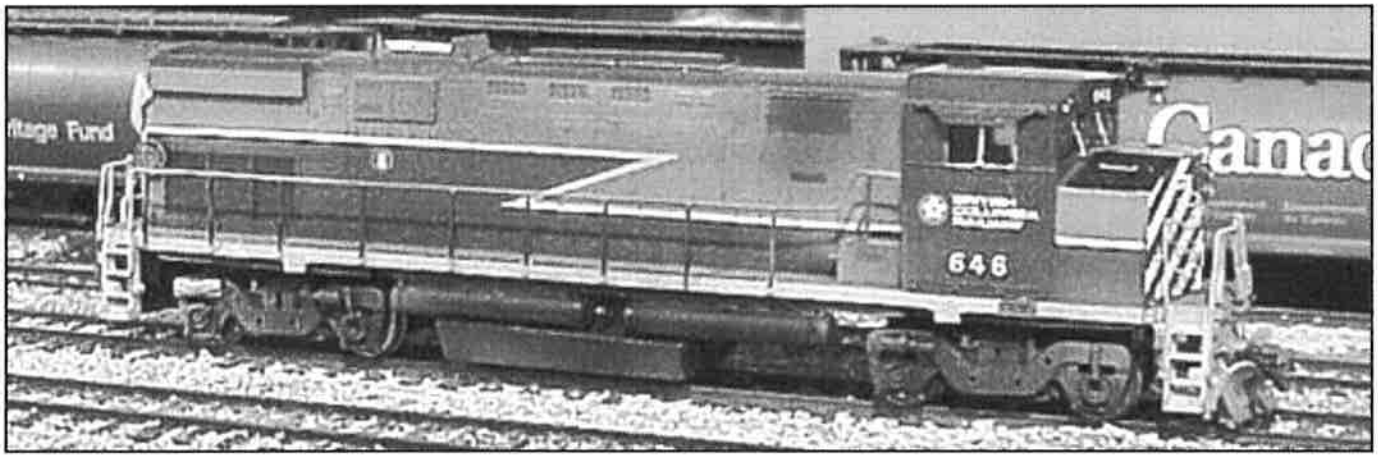
Rebond cylinder in new location using AC (see photos for location)

Chassis modification

The overland chassis is set up so that the frame rides high on the trucks. I did not like the appearance so I lowered the chassis. Also, the chassis has to be shortened to allow it to fit under the body.

Remove both sets of trucks File down the two truck bolsters making sure that the bolsters remain flat and that you don't file so much of the metal that you break through.Cut chassis at the ends – removing the ends where they join the rest of the chassis.

Test fit and adjust if necessary



Chassis Assembly

Attach fuel tank to the chassis using a thin line of silicone adhesive (RTV). Allow 24 hours to dry.

Assemble the air tanks per the Precision Scale Instructions but remove one quarter of the length from each tank.

Bond the fuel tanks in place using AC

Chassis Paint

Paint Black for green units, Silver for the red white and blue scheme.

Remove truck side frames and paint to match chassis.

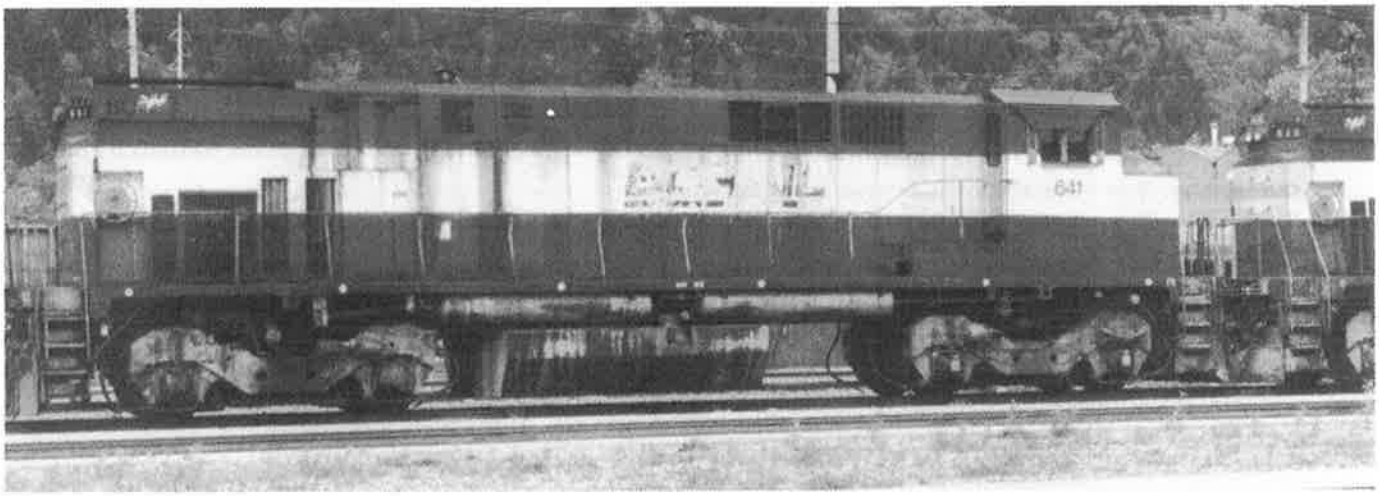
All that is left to do is to add decals, weather to taste and overcoat with a coat of clear flat. Your M-420W is ready to start earning its keep on your railroad.

Finishing Touches

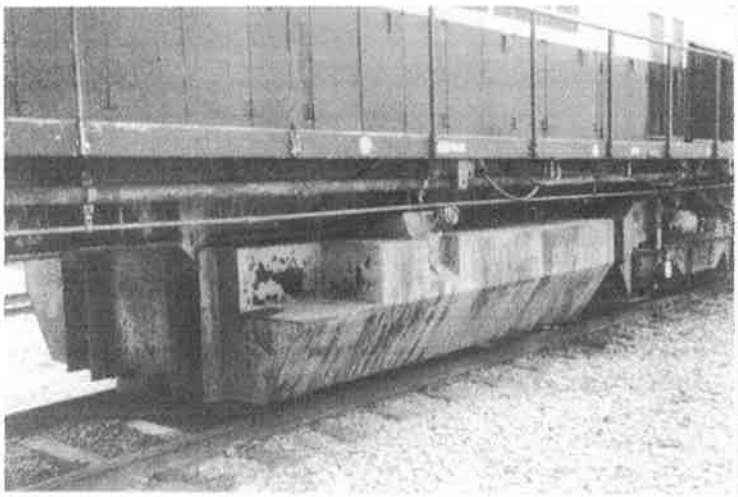
Part Description	Quantity	Manufacturer	Part Number
C-424 Body Shell	1	Atlas	
DDGM WideCab	1	Detail Associates	229-3604
GE B-Boat Underframe	1	Overland	
Twin Beam headlight	2	Details West	229-1004
Ditch Lights	2*	Detail Associates	229-1013
Sinclair Antenna	1	Detail Associates	229-1803
Hand Grabs	1 set	Detail Associates	229-2202
Lift Rings	1 set	Detail Associates	229-2206
Coupler Lift Bar	2	Detail Associates	229-2212
BCR Snow Plow	1	Miniatures by Eric	
BCR Bell & Horn	1	Miniatures by Eric	
MU Cables	1 set	Detail Associates	229-1508
Air Lines	1 set	Precision Scale Co.	585-3152
Cab Sun Shades	1 package	A-Line	116-29210
Re-Rail Frogs	1 package	Detail Associates	229-7103
Fuel Filler	1 package	Details West	235-166
Windshield Wipers	1 package	A-Line	116-29201
Cab Vents	1 set	Details West	235-121
GE Exhaust Stack	1 **	Hi Tech Details	331-6000
Marker Lens	1 package	MV Products	LS-300
Marker Lens	1 package	MV Products	LS-301
Marker Lens	1 package	MV Products	LS-303
Headlight Lenses	1 package	MV Products	LS-21
Air Tanks (2)	2	Precicision Scale	585-31040
Couplers	1 package	Kadee	#5
Brake Wheel	1	Details West	235-179
Weights	1 package	A-Line	116-130000

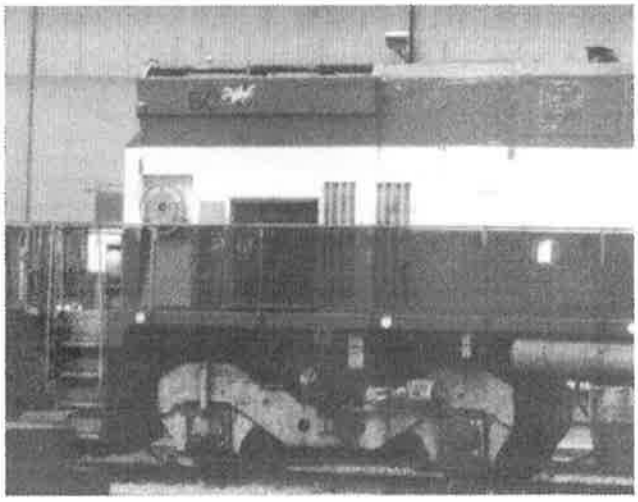
* Check prototype for number of ditch lights installed, The as delivered units had a single set, later rebuilt units had a second set added.

** I used a stack cut from an Athearn U-Boat, the Hi-Tech Details product should do as well.

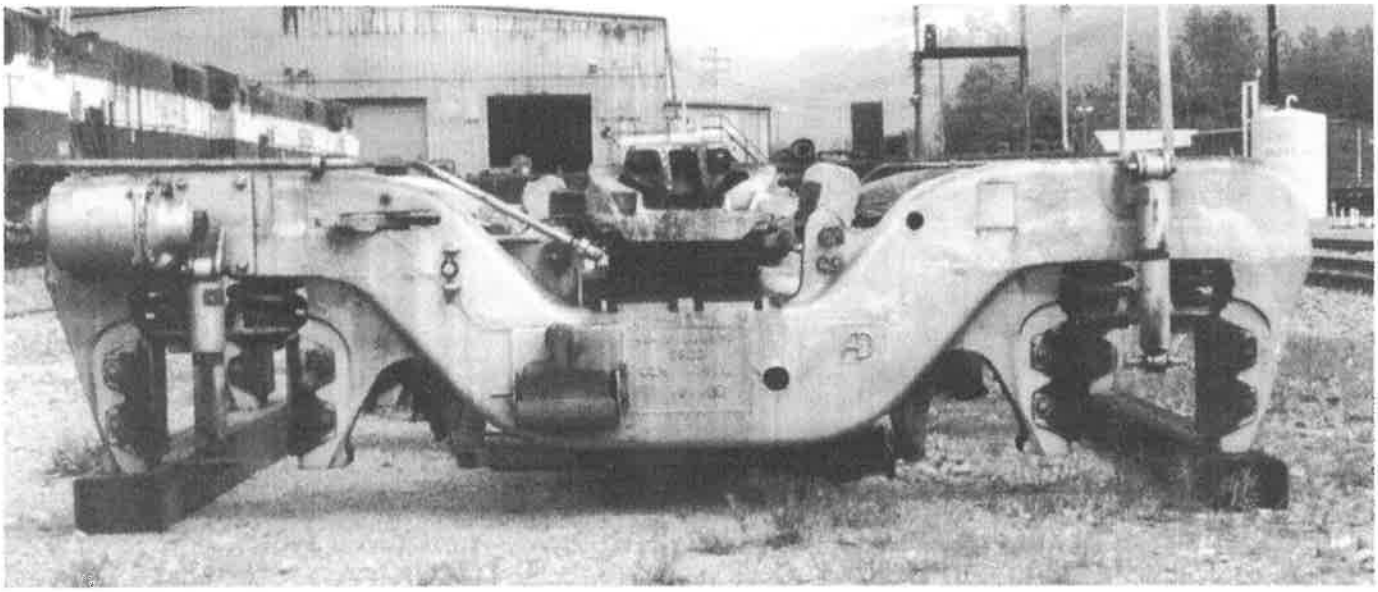


Your editor made a visit to Squamish on June 21st and took these photos of some of the M420W units stored serviceable awaiting sale or other disposition decision. 641 was in a string consisting of (R to L) 646,641,644,647 and lease units HLCX 6056 an SD40-2 , and HLGX 6801 & 6803 GE units.





These three photos are for the detail boys. The notch in the left front of the fuel tank contained a 'HOT WELL' which was a hot water fuel preheate. Not all units had the heaters depending on the region worked. The rear side shot shows two things, a) that the radiator top surface is located at the bottom of the champhered hood line and b) a center walkway at the roof line (you can see through in these photos). Two different configurations of the appertenances on the ZWT (zero weight traction) side frames, check your photos when making changes to the trucks on your model.



These three photos came from the LPD archives for Rail Canada vol. 5 , the top and bottom ones were taken by 'Hogger' Joe Mazur, and the middle by member Greg Kennelly

643 and 645 have the Hot Well while 644 does not. All three photos give a good view of the step well construction, also the details on the trucks. The MLW frame design means these units have their deck quite high off the ground

643 at Williams Lake, April 1983
645 at Squamish, May 14, 1983
644 at Pemberton

MEMBERSHIP HAS IT'S REWARDS

This issue of the Cariboo sent to members contains an insert that is an HO scale drawing of both the A & B M-420 from the files of LPD Publishing.

Check out the MEMBERSHIP FORM on page 34

BC Rail's Grain Fleet

by Andy Barber
photos by the author unless noted otherwise

On October 3 1958, the Pacific Great Eastern Railway reached Fort St. John, and for the citizens of that town the event marked a promise finally kept. A day earlier Dawson Creek had been reached, but to a more restrained greeting. Dawson Creek had been serving as the Northern Alberta Railway's northwest terminus since 1931. They already had a railway, even though they had to move their town one mile to rail's end to benefit from it.

For the P.G.E., reaching both towns was destiny fulfilled. The riches of the Peace River District now had a shorter route to a salt-water port. One of those commodities was grain.

In the beginning, loading grain was all manual labour. Lew Liwiski said, "we had nothing here (in Fort St. John) when we first came in. We had no elevators, no stockyards for cattle, no place to load the grain – it was fed off the trucks onto the boxcars." The process was basic: the truckload of grain backed up to the boxcar and the grain was shoveled into the car, filling both ends. Then, 1" x 6" x 8' long planks were nailed across the door from the car's interior, up to the 4 ft. level. Loading resumed, and when the 4-ft. level was reached, another set of planks went on, to the 8-ft. level. Once that height was reached, the boxcar was considered loaded. That left about 21 in. for the men inside to get out. (*See editors note at the end of this article on Grain stabbing in Manitoba*)

PGE 4001 heading past Squamish. This was PGE's initial Grain car. Although stencilled " TO BE USED EXCLUSIVELY FOR NEWSPRINT, FLOUR AND SUGAR AND OTHER HIGH CLASS MERCHANDISE" *, it saw extensive use as a Grain hauler. The rational was, that if a Grain car was required, then Grain was high class merchandise.*

photo by Jack Work

Augers soon alleviated the intensive labour, and thick cardboard doors for replacing the 1" x 6" spruce planks followed. And then, finally, the grain elevators started to appear.

To service this business, the PGE used boxcars from its 4001-4072 series. These cars had 6-ft. wide doors and so were well suited for grain loads. They were built by Canadian Car & Foundry and entered service in 1947. The car floor and walls were wood.

For the next 26 years, Peace River Grain moved over PGE tracks in these boxcars. Dawson Creek was, toward the latter stages of grain by boxcar movements, beginning to see new, more efficient cars – the cylindrical hoppers. Grain handlers began to press the PGE for similar cars.

Two events occurred next. The railroad's car manufacturing facility, Railwest, was unsuccessful in its bid to build the Federal Government cylindrical hoppers. Any manufacturing cost savings were offset by the cost of moving the steel from Eastern Canada to Squamish. An in 1983, the "Crow" rates were abolished. This resulted in both CN and CP being subsidized by the Federal Government for hauling grain. The British Columbia Railway (as it was now known) was excluded from this largesse, since it was a provincially regulated railway, and thus not included in the federal legislation.

Outmoded grain cars and uncompetitive pricing for freight haulage of grain certainly got everyone's attention. The drop in Dawson Creek business plus the screams from Fort St. John farmers also got noticed. The railroad's response was forceful – they began lobbying for inclusion into the subsidized grain freight rates, and they went looking for some decent

grain cars to purhase or lease

The railroad purchased 21 surplus D&RGW PS-2 covered hoppers, capacity 4427 cu.ft. They arrived on BCR

Two of BC Rail's 21 car purchase from D&RGW, spotted in North Vancouver yards in August 1996. BCOL 2300 with its Dogwood Logo is paired with BCOL 2318, typical of the remainder of the fleet. Eighteen of the original 21 cars remain on the roster. 2304 and 2314 were damaged beyond economical repair in CN's Thornton yards in Aug. 1994. They are currently stored unserviceable pending delivery to ABC Recycling in Burnaby for scrap value. 2320 was written off in a derailment and scrapped by ABC in July 1997. photo by Laszlo Dora

property in October 1984, and were immediately pressed into service. One car was diverted to Squamish for inspection and repainting. This car became BCOL 2300, and it received the full corporate logo "British Columbia Railway", and the Dogwood.

The remaining cars, BCOL 2301-2320, were not shopped until late 1986. By that time, British Columbia Railway had become BC Rail. As a consequence, the Dogwood logo on rolling stock was replaced by a simple BC Rail. Cars 2301-2320 never got this treatment. The railroad had decided that the block BC Rail would be replaced by a more stylized version – the one we know today as the underlined BC Rail – and so the corporate name was left off, since the new version had not yet been finalized. Why waste money painting a soon-to-be obsolete logo on a car?

Finally, on September 6, 1985, an amendment to the Western Grain Transportation Act extended the grain subsidy to include the British Columbia Railway – now known as BC Rail. As part of this subsidy package, BC Rail was also given access to Canadian Wheat Board grain hoppers. These cars came from CNWX inventory, and BC Rail simply had to request what they needed and CN would, in theory, provide it.

In practice, it didn't work out that way. These Canada Wheat Board cars were, and still are, in great demand and CN tended to look after its customers' requirements first. Once a request for cars in received by CN, it takes about two weeks for the request to be filled. Cars are handed over at Prince George and at North Vancouver.

Initially, BC Rail received cars from the CNWX 106000-108423 series. These were 4100 cu.ft. capacity cars, and consequently were at a competitive disadvantage to "Super B" highway grain trucks, which could haul 42 tons. Two truckloads equaled one grain car – and the trucks were faster and a bit cheaper.

Higher capacity grain cars quickly appeared, and the railroad now obtains cars from the CNWX 395000-396000 series, the 11000+ series plus whatever stragglers that travel the line.

The CNWX 106000 series Grain Car. This is CNWX 108306 in North Vancouver

This difficulty in getting sufficient Canada Wheat Board cars promptly persists to this day, and it is the single most compelling reason why BC Rail has augmented its grain fleet by lease.

Immediately following the September 1985 inclusion of BC Rail in the federal grain subsidy, the railroad signed a short-term lease with Procor for 20 cylindrical hopper cars currently in potash service with the Saskatchewan Potash Corporation. 10 of these cars were

on line by November 1985. By the next month 17 were actively hauling grain, and all 20 were on roster by January 1986.

The higher capacity, 4500 cu.ft. Canadian Wheat Board car. This is CNWX 110132 in North Vancouver, one of 765 cars in this particular series.

The grain loaders in the Peace District hated them. The car interiors were fully partitioned, and loading them occurred through discontinuous individual round hatches. Loader had to be interrupted each time a new compartment or a new hatch was repositioned under the grain chute. However, they served their purpose. They were BC Rail's safety cushion while the railroad and CN stickhandled their respective ways through the car allocation program.

In September 1986, BCOL 120292 was returned to Procor. The return program accelerated in October, and was virtually completed by the end of November. The first few days of December saw BCOL 120202, 120227, and 120290 carrying grain. By mid-December all cars had been restencilled to their original UNPX call signs and returned to Procor.

Two footnotes to this short-lived lease are worth mentioning. The 20 cars that were leased were not from a particular sequence, yet were selected with maximum revenue in mind. Procor owns about 400 of these covered hoppers. They are numbered UNPX 120000-120401. All have a capacity of 4650 cu. Ft., and all but 20 of them are rated at 194000-lb. capacity. Those 20 exceptions are rated at 199000 lb., and it is these specific cars that BC Rail leased. Their numbers are as follows:

	UNPX	
120202	120228	120249
120228	120205	120234
120261	120283	120217
120237	120266	120287
120220	120243	120271
120290	120227	120246
120275	120292	

For grains such as wheat, rye and flax, the extra 4000 lb. capacity wasn't a factor since for these grains the capacity was reached. For oats and barley, the extra 4000 lb. of loading meant more revenue.

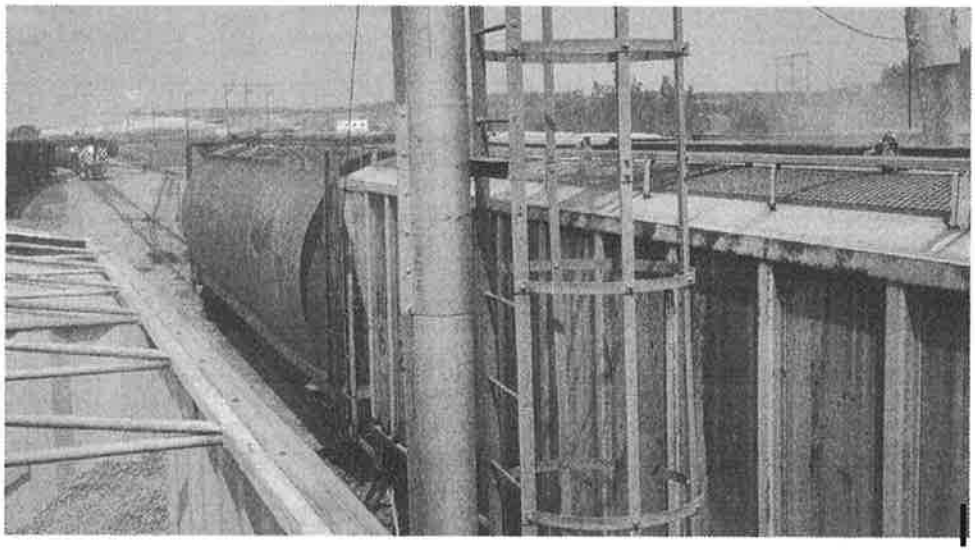
The second observation remains a mystery to me. Two cars, 120280 and 120299 (both of the more common 195000 lb. capacity type) appear briefly in the records.

UNPX 120227 in Potash Corporation of Saskatchewan colours, on lease to BC Rail for Grain transport. The railway simply over-painted UNPX with its own BCOL call letters and retained the original car number. At the end of the lease, UNPX was re-applied. Photo by Duane Karam Jr taken in July 1986 at Dawson Creek.

120280 are listed in the records as BCOL 120280. It first shows up in August 1986 and goes off roster in February 1987. The only clue as to its purpose is the notation "Permit No. 86-4065 Pacific Elev. Vanc." BCOL 120299 appeared February 21 1986, "Permit No. 86-1180 X Pool #1 Sask. Pl." It was gone 2 months later.

I surmise that these 2 cars were leased by the grain terminals and assigned to captive service under BC Rail's supervision. Did these 2 cars really carry the BCOL call sign, or is this just a book entry? Is my supposition correct regarding their use? If anyone can shed some light on these 2 cars, I'd appreciate hearing from them.

And so, for the next 8 years, BC Rail ran its grain hauling operations with 21 of its own covered hoppers and an allocation of CNWX cylindrical hoppers, plus whatever stragglers that could be commandeered for a one shot trip.



An NAHX Grain car receives its load of Barley while BC Rail's M-420 No. 641and trailing units CN GP38-2 #4707, CN GP38-2(W) #4810, BCR #643, #687 and #647 on rear prepare to hook onto the four car Grain string as loading is completed on June 30,95 at Dawson Creek.

By the summer of 1995, it was becoming apparent that more grain cars were needed over and above the CNWX allocation. BC Rail therefore signed a 6 year lease with U.S. Leasing of San Francisco (subsequently bought by First Union Leasing) for 50 purpose-built grain cars.

Trinity Industries Inc. of Greenville, Pa. built these cars, which were designated BCOL 2350-2399. They began arriving in October 1995 and were immediately placed in revenue service.

Car 2351 was recalled to Squamish shops one year later (October 1996) for a special decal application. The railroad wished to highlight the fact that they handled grain from the Peace River District, and they chose to do this by applying an eye-catching decal to the car's side. It featured the modern red and blue BC Rail logo next to 4 sheaves of wheat, and the slogan "Bringing the Peace to You!"

There were 2 decal variants under consideration, so the railroad applied one style to one side, and the variant to the other side! And while 2351 was in the shop, the prefix 80 was added to 2351, making it BCOL 802351. (It is BC Rail policy to prefix all leased cars with the digit 8).

In the best tradition of 2300, BCOL 802351 remained unique for a considerable period of time, and will remain the only car in the series with the "Peace" logos. It lost its claim to being the only car in the series with the "80" prefix, when BCOL 2362 was restencilled to BCOL 802362 in 1997.

The addition of the "80" prefix to the other 48 cars received sudden and immediate attention when the railroad found that repair and maintenance costs which should have been either pre-authorized by the lessor, or which should have been passed along to the lessor in timely fashion could not be reclaimed because employees were not fully aware that BCOL 2350-2399 were leased cars. The whole purpose of the "8" prefix was to control leased car costs. Consequently, the "add the 80 prefix" program moved into high gear.

In early 1999 a few of these grain cars (BCOL 2374, 2375, 2378, 2382 & 2398) were placed on short-term loan to Louisiana Pacific, for the purpose of hauling soda ash from Perry (10 miles west of Chetwynd) to a mining operation in Bathurst, New Brunswick. The cars are routed to Prince George and handed over to

CN for delivery. Given the highly alkaline nature of soda ash, I think these cars are in for rough conditions. However, this is new business for the railroad, and worth a few short-term problems in exchange for long-term revenue. It is unlikely that these 5 soda ash cars will see Squamish soon for their prefix addition.

On May 8 1999, cars 802350, 802372, 802389 and 802392 received the corporate logo – the underlined BC Rail in Red and Blue. The decals were applied by Pacific western Rail Systems personnel while parked at the Squamish Gas Spur. In what can only be described as a brilliant marketing coup, a model supply company has talked BC Rail into applying a new logo variant to their rolling stock – and then issuing a limited run of model cars displaying the new logo.

As for the railroad, they got an opportunity to increase awareness of their corporate name and test it's eye-appeal on four otherwise drab grain cars.

These four cars remained on the downtown Squamish spur until June 2, and then headed north and back into grain service.

By the spring of 1996 it became obvious that the 50 car addition was unable to satisfy the Peace River demand for more, more and yet more grain cars.
The railroad instituted a search for more cars. Luck was with them – the PLM Equipment Growth Fund in Chicago had contracted with Thrall to build 100 covered hoppers in the belief that somewhere, somebody would need grain cars. BC Rail's needs and Thrall's "Job 966" melded together at exactly the right time.

These were 5150 cu.ft. cars with trough-style loading ports and 3 discharge hoppers. They were built in late 1996 to early 1997, and all of them went directly to BC Rail, this time with the "82" prefix aplied tto the cars prior to delivery to BC RAIL.

Car No.	Date '80' Add.	Car No.	Date '80' Add.	Car No.	Date '80' Add.
2350	02-02-99	2367	03-05-99	2384	01-27-99
2351	Oct.1996	2368	01-27-99	2385	02-16-99
2352	03-22-99	2369	02-16-99	2386	02-19-99
2353	01-27-99	2370	01-20-99	2387	01-20-99
2354	03-01-99	2371	03-16-99	2388	02-05-99
2355	02-05-99	2372	02-09-99	2389	04-26-99
2356	02-25-99	2373	02-02-99	2390	03-16-99
2357	03-19-99	2374		2391	01-12-99
2358	04-08-99	2375		2392	03-01-99
2359	02-16-99	2376	02-16-99	2393	03-05-99
2360	01-27-99	2377		2394	01-20-99
2361	01-29-99 (at Procor)	2378		2395	02-19-99
2362	1997	2379	02-05-99	2396	02-10-99
2363	03-30-99	2380		2397	02-05-99
2364	02-11-99	2381	02-11-99	2398	
2365	03-05-99	2382		2399	02-22-99
2366	01-20-99	2383	02-16-99		

Table No.1: Stencil dates for BCOL 2350-2399 grain cars for addition of "80" prefix

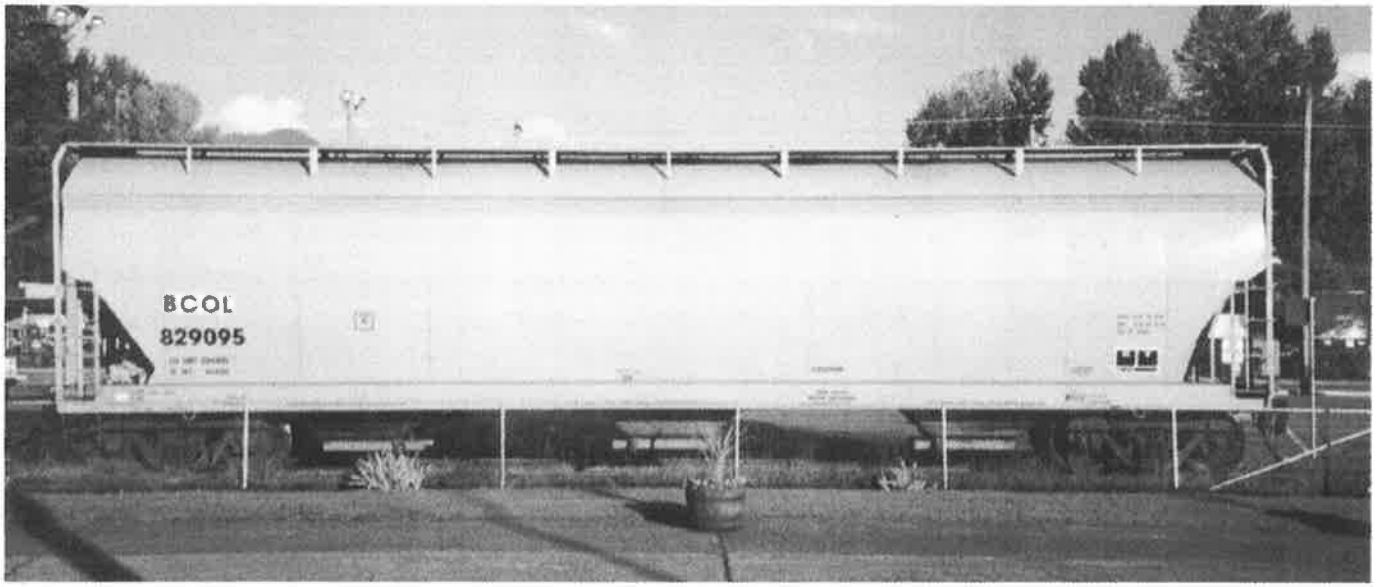
Both sides of 802351, showing the two decal variants. No other cars received this treatment because of the cost - about $ 800.00 per car. Top photo by Dan Rowsell in North Vancouver on April 2, 1997. Lower photo by Greg Kennelley, also in April of 1997.

This is one of four cars to receive the BC Rail logo supplied and applied by Pacific Western Rail Systems and the only car to have the "decal supplied by" notation. Photographed at Squamish on May 10th by Trevor Mills.

Series 829000-829099 entered service in August 1996, on a 1-year lease. This lease has since been renewed for another year, and now expires in August 1999. In light of the on-going need for grain cars that BC Rail can control directly it is my guess that the lease will be re-newed again.

The ink was barely dry on the August 1997 lease when BC Rail found that car demand was still strained and needed relief.

Once again PLM became the lessor, but this time there were no brand-spanking new cars waiting to be snapped up. 30 off-lease cars undergoing repairs in various shops across the U.S. were rounded up and hustled up to BC Rail. All 30 cars reached Squamish in November 1997,

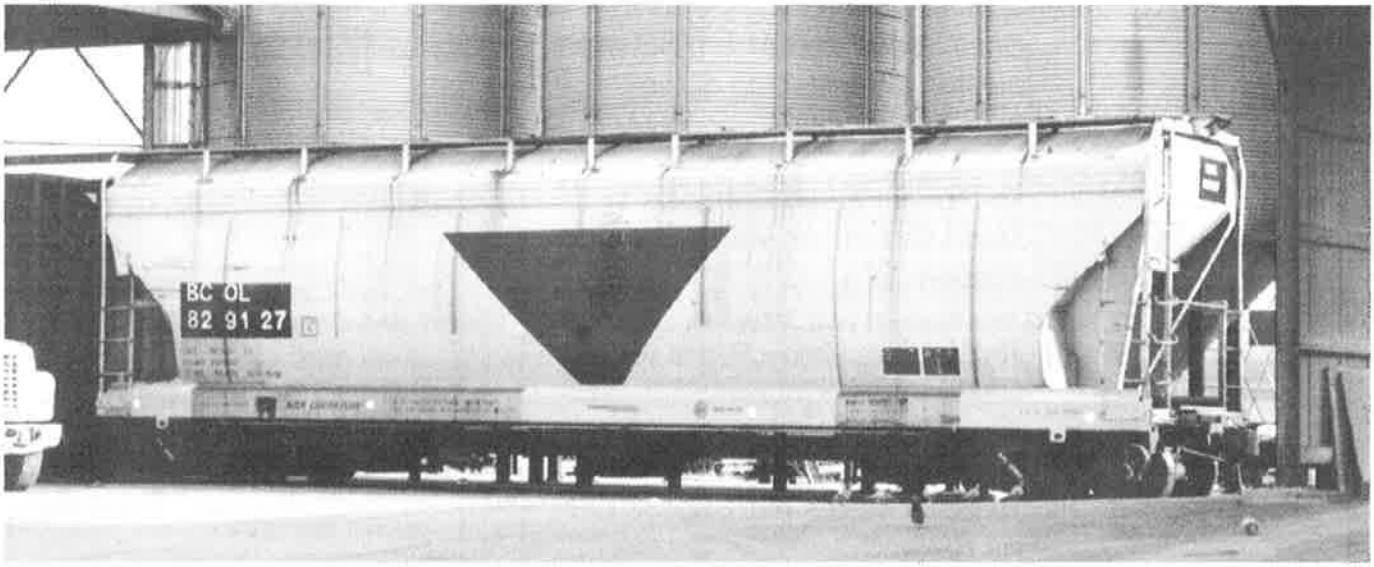


One of Thrall's "Job 966" cars, BCOL 829095 in a North Vancouver Grain spur, November 8, 1998

got the road numbers applied, and joined the fleet as BCOL 829100-829129. The lease was renewed in November 1998 for a further 2-year period.

BCOL 829111, one of the "DIRTY THIRTY" at Top Shelf Feeds in Duncan B.C., on Vancouver Island. Photo taken August 23, 1998. This 4750 cu.ft. car is 59'-11" long.

BCOL 829127 also at Top Shelf Feeds on April 20, 1998, this 4650 cu.ft. car is 54'-6"



Car Series	In Service	,000 lb.	Cu.Ft.	Length	Comments
PGE 4001-4072	*0*	*124*	*3900*	*40'8"*	*6 ft. sliding door*
BCOL 2300-2320	*18*	*202*	*4427*	*54'3"*	*Owned*
BCOL 120202-120292	*0*	*199*	*4650*	*59'*	*20 from UNPX series*
CNWX 106000-107599	*-*	*165*	*4100*	*59'1"*	*Cdn.Wheat Pool*
CNWX 107600-108423	*-*	*171*	*4100*	*59'1"*	*Cdn.Wheat Pool*
CNWX 395000-396999	*-*	*198*	*4550*	*59'*	*Cdn.Wheat Pool*
CNWX 11000 +	*-*	*200*	*4550*	*59'*	*Cdn.Wheat Pool*
BCOL 802350-802399	*50*	*222*	*5127*	*60'1"*	*Leased*
BCOL 829000-829099	*100*	*224*	*5150*	*58'1"*	*Leased*
829100-829129	*30*		*Various*		*Leased*

Table No. 2: A summary of cars that have served in BC Rail's Grain car fleet and current status

By 1999, the loading sources for Peace District Grain destined for B.C. Rail transport was concentrated in Dawson Creek and Fort St. John. The old Cargill elevator in Taylor was demolished in the fall of 1998, and the elevator at Buick Creek was also gone. What remains is:

Car No.	Destination
BCOL 2301	*Loaded by Parrish & Heimbecker in Dawson Creek, headed for Alberta Wheat Pool at Ridley, BC (on CN to Prince Rupert salt water elevator)*
BCOL 2318	*Another Parrish & Heimbecker shipment, to Grain Millers Inc. in Eugene, OR via BNSF*
BCOL 802350	*To North Vancouver unloading spur. Load is consigned to Top Shelf Feeds of Duncan, BC who elected to do last leg of the delivery by truck.*
BCOL 2399	*To Pioneer Grain Terminals in North Vancouver, via CN inter change.*
BCOL 829015	*To Wanham Valley Feeds in Chilliwack via CN and SRY, from Agro Pacific.*
BCOL 829075	*To Grain Millers Inc. Eugene,OR via BNSF*
BCOL 829100	*To Grain Millers Inc. Eugene, OR via BNSF*
BCOL 829129	*From Ritchie Smith Feeds to Wanham Valley Feeds in Abbotsford, via CN and SRY*

Table No. 3: Some typical destinations for BCOL Grain cars

Grain Elevator or Loading Site	Grain Car Spots
Dawson Creek	
a) Parrish & Heimbecker	*13 + 9 on stn. spur*
b) Wanham Valley	*8*
c) Agri-Cor	*10*
d) Cargill	*13*
e) Team Track	*5*
Fort St. John	
a) Agri-Cor Pool No.1	*10*
b) Agri-Cor Pool No.2	*4*
c) Cargill "A" (old elevator)	*2*
d) Cargill "B" (new elevator)	*30*
e) Team Track	*1*

Table No. 4: Car loading spots available for Dawson Creek and Fort St. John as of March 1999

B.C. Rail's Grain fleet is not limited to on-line customers, nor just to Canada. A random selection of these cars for the Jan. 15 - Feb. 15, 1999 period, and their destination is given in Table No. 3.

Parrish and Heimbecker are increasing their elevator capacity in Dawson Creek. Agri-Cor is the name of the company formed by the merger of Alberta Wheat Pool with Manitoba Wheat Pool. BC Rail is cur-

rently in the process snaring a niche market in Grain. It's Vancouver Wharves facilities are being modified to provide an agriproducts terminus that will store and load specialty grain products, which are:

- Pellets (alfalfa, wheat bran, canola meal, etc.)
- Processed malt
- Peas and lentils
- Miscellaneous oil seeds and grains
- Grain products requiring short-term storage and physical separation from other products

Construction of this facility is currently underway, and completion is expected by October 1999.

There is no other purpose-built facility like this in the Pacific Northwest. It will be interesting to see what grain cars turn up at this facility once it opens. (*ed. perhaps a future article on the facility*)

Acknowledgement

I got a lot of help from a lot of people during the preparation of this article, and without exception they helped me in a courteous and professional manner. I'd like to thank them.

Lloyd Daniel, Russ Napier and Juan Olson filled in the major facts that I didn't have. And when those facts led to more questions, Claudia Gardiner, Tim Aylinz, Ed Neil, Heather McDonald, Sharon Gilroy and Kevin Woods found what I needed. Sean Fitzsimmons nailed the UNPX-BCOL 120202-120292 history for me. Mike Macartney explained the agriproducts installation at Vancouver Wharves.

Tim Horton set me straight on the "Crow" rates and gave me permission to abstract his information from "The British Columbia Railway" (Vol.1) Pg.25. Greg Kennelly, Dan Rowsell and Laszlo Dora shared their photographs. Trevor Mills spotted the start of the re-stencil program. Frank Squires of Dawson Creek and an ex-N.A.R. employee enlightened me on Dawson Creek before the PGE arrived.

Lastly, I thank Duane Karam Jr. for providing the photo for BCOL 120227 and Mark Hopkins of First Union Rail Leasing for the BCOL 2350-2399 background data.

And to Tony Ranallo of PLM Equipment Leasing, who handled the last two leases for BCOL 829000-99 and BCOL 829100-29, my sincere thanks for accepting all my calls with unfailing good humour.

Bibliography: ***PGE Railway to the North by Bruce Ramsay***
Remembering - BC Rail Publication Vol.29 No.1
The British Columbia Railway Vol.1 by Tim Horton

During the spring of 1951 your editor worked as a 'Grain Stabber' in the CN yards in Winnipeg, this job consisted of carrying a light weight Aluminum ladder, a five foot long Brass pole to take samples, a canvas sheet to collect the samples, and sample bags. One opened the car door, placed the ladder against the planks inside and climbed up and knocked in the top two to permit entry into the car. It was a very hot May that year, the inside was like an oven and I was working the evening shift so it was cool outside.

The older wood cars were not too bad to work as the settled grain from the Peace River country was only about four feet from the car roof and you could brace your shoulders against it to force the brass sample pole into the nearly rock hard Grain. The steel cars like those used originally by BCR were another experience in stomach muscle development. It was hard work for mans pay, the samples are much easier to take today. Don.

The Mackenzie Sub

by Eric L. Johnson
photos by the author unless noted otherwise

Extension of the PGE railway north of Quesnel was part of Premier W.A.C. Bennett's plan to open up the northern half of British Columbia to industrial development - forestry, mining, and hydro-electric power. Rails reached Prince George (mile 465.9) in September, 1952, and the Fort St. John Subdivision, extending to Fort St. John (mile 727.8), was completed in October, 1958. In 1969 the greater part of this subdivision, Prince George to Chetwynd (mile 659.3), was named the Chetwynd Subdivision, and the remaining 69 miles became the Fort St. John Subdivision.

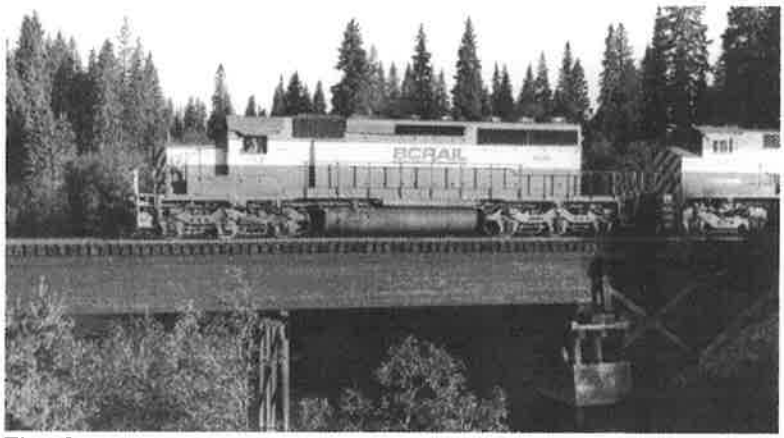
Mackenzie yard office and engine 615 with slug S409 on west 1 track, June 26, 1995.

In 1960 work began on the great W.A.C. Bennett Dam, just north of Chetwynd. When completed in 1968, the hydro-electric dam backed up water for 70 miles up the north-easterly flowing Peace River to its junction (and origin) with the south-easterly flowing Finlay River and north-westerly flowing Parsnip River, flooding 75 miles and 70 miles of their valleys. The giant T-shaped reservoir was named Williston Lake, claimed to be Canada's largest man-made lake - its maximum elevation is 2205 feet above sea level, and minimum elevation is 2110 feet. By the time the project was completed, the stage had already been set for development of the Mackenzie region.

Two years before the dam was completed, Carrier Lumber began operations in the region with a portable sawmill, and Finlay Forest Industries announced a plan to build an 8-million dollar refiner groundwood mill for completion by 1972. British Columbia Forest Products acquired both Alexandra Forest Holdings and Alexandra Forest Industries (the companies had logged off the river valleys to create the Williston Lake basin), and announced plans for a pulp mill complex. On May 19, 1966, the District of Mackenzie BC was incorporated, and land on the shore of the south arm of Williston Lake was set aside for industry and the Mackenzie town site.

At mile 568.4 (102 miles north of Prince George) on the Chetwynd Subdivision, the Kennedy siding had been built in 1958 - a wye off to the east of the line and at the north end of the siding had also been built. This wye was abandoned in 1966 when the PGE built their new "Mackenzie Industrial Lead" north-westerly from Kennedy (now mile 567.9) to Mackenzie. The "lead" left the main line at the south end of Kennedy siding where a junction/wye was built. End-of-track of the "lead" was given as mile 28, at Mackenzie, although the town site is a full two miles distant from the railway and industries. Four major bridges on the "lead" were also built: at mile 5.75 over the Misinchinka River - 398 feet long, 66 feet high, 100-foot Glulam span with timber pile trestle approaches; at mile 14.55 over Mischinsinlika Creek - 167 feet long, 21 feet high, 80-foot Glulam span with timber pile trestle approaches; and at mile 15.9 over Gataiga Creek - 69 feet long, 11 feet high, timber pile trestle, with no data currently available on the Gagnon Creek Bridge. After 1975, time tables referred to the Mackenzie Industrial Lead as the Mackenzie Spur, and in May, 1990, the "spur" became a full-fledged subdivision. At that time Goad Station, only a sign post, at Mile 10.0 was designated as a call station. Thus, the Mackenzie Subdivision is the youngest, and the shortest, in the BCRail system.

The Mackenzie yard is located at mile 23.3, with one spur stretching another three miles northerly. Two pulp



The Southbound Mackenzie Switcher on the Glulam span of the Mischinsinlika Creek bridge. Engines 758, 646, and 750, with helpers S409 and 615 at 6:20 a.m., June 27, 1995

mills, one paper mill, four sawmill complexes, and two bulk fuel plants are served by various spurs. The Mackenzie wye, southerly from the yard, is located at about mile 22.5, and the tail of the wye extends to two of the mill sites. Until 1997, bulk freight shipped out of Mackenzie was solely forest products, but at that time shipments of mineral concentrates began. In 1996-97 Royal Oak Mines developed the Kemess South Project, a copper/gold property 185 miles north-west of Mackenzie. An open pit mine was to produce 40,000 tonnes of ore per day which, milled on site, would yield a concentrate containing 22% to 28% copper, 50 to 100 grams of gold per ton, and 55 to 75 grams of silver per ton; mine life expectancy - fifteen years.

Concentrate was shipped in huge plastic buckets, loaded with fork lifts onto flat-deck trucks for delivery either directly to Mackenzie or via ferry/barge on Williston Lake. At the Mackenzie yard the buckets were loaded on flat cars destined for Vancouver Wharves in North Vancouver (sample loads were shipped using bags on flat cars, *please see prototype photo section*). However, in early 1999 Kemess built an unloading/loading facility at BCRail's Mackenzie yard - containers are now emptied there and the concentrates are loaded into gondolas for far better efficiency. Access to the Kemess mine from Mackenzie is via 185 miles of the Omineca Resources Road, although the mine site is only 50 miles, via a private road, from Sloane (mile 270) on BCRail's Takla Subdivision. However, on this subdivision trackage north of Lovell (mile 197) is in poor condition and has been used only for winter haulage of logs, although good, unrestricted, trackage exists from Fort St. James (mile 73) right to Prince George.

When driving over Highway 39 to Mackenzie, one does not realize the grades the Mackenzie Subdivision traverses. Although Kennedy is 2417 feet above sea level and Mackenzie is 2292 feet above sea level, rulings grades both north and south are 2.0%; one summit is crossed at about mile 2.5, and another at about mile 9.0. For many years a yard engine and slug were based at Mackenzie, and they were occasionally coupled into heavy southbound freights as helpers, to be cut out at the Kennedy wye where the yard crew ran the set back to Mackenzie. At that time the thrice-weekly "Mac Switcher" left Prince George in the early afternoon, and the crew bunked at Mackenzie overnight, to take the southbound out at about 6:00 a.m. Today, a Mackenzie-based crew leaves Mackenzie southbound at 5:30 a.m., at the same time as a northbound leaves Prince George. Meeting at McIntyre, the crews change trains, and both head for home, arriving there about 11:00 a.m.

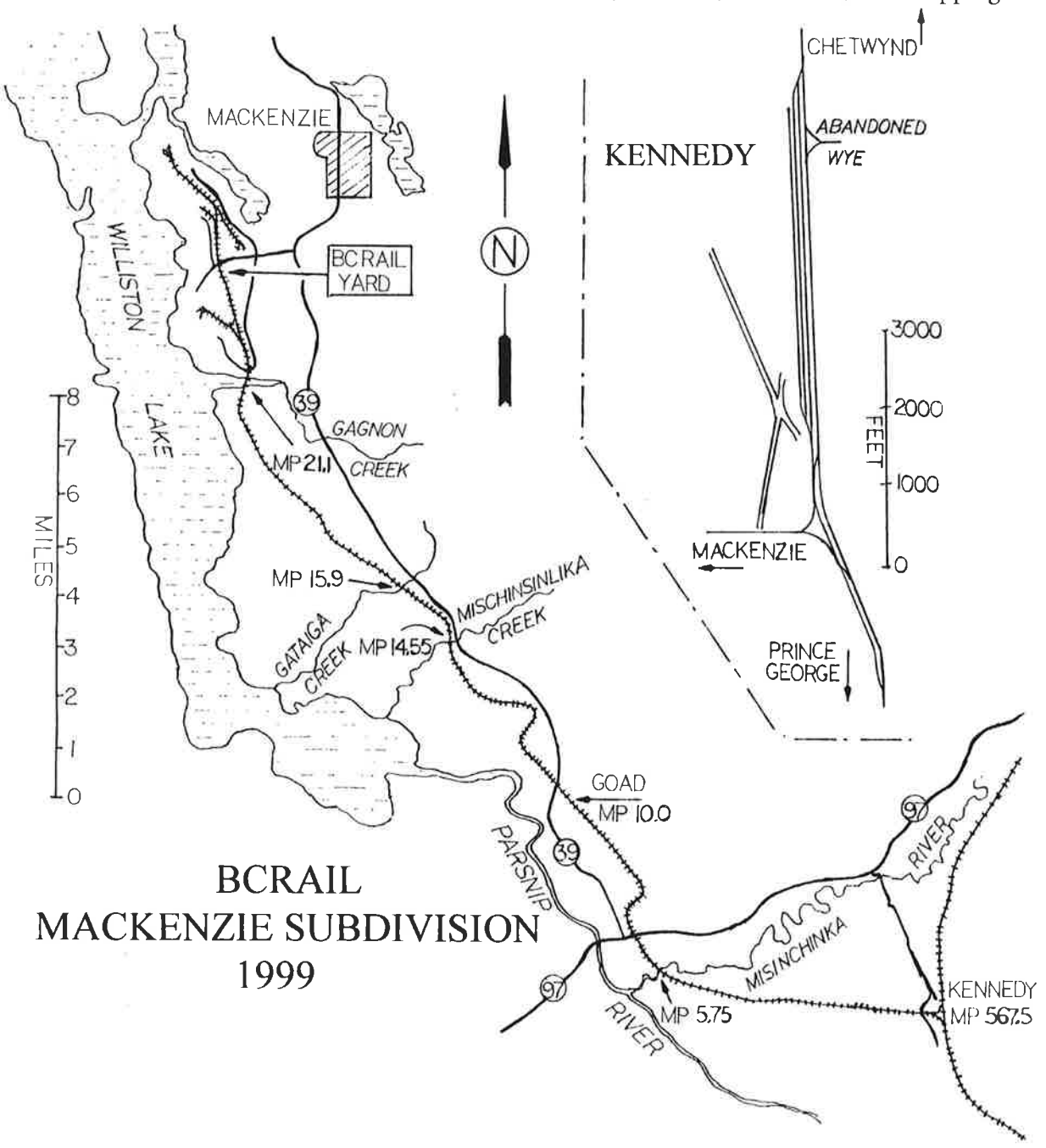
About to enter the Chetwynd Subdivision, engines 758,646, and 750 leading the Mackenzie Switcher are on the South leg of the Kennedy wye, while S409/615 helper set has been cut out and is parked on the North leg of the wye. 6:55 a.m., June 27, 1995

McIntyre is located at mile 525.1 on the Chetwynd Subdivision, thus both crews work about the same mileage these trains run only Monday to Friday.

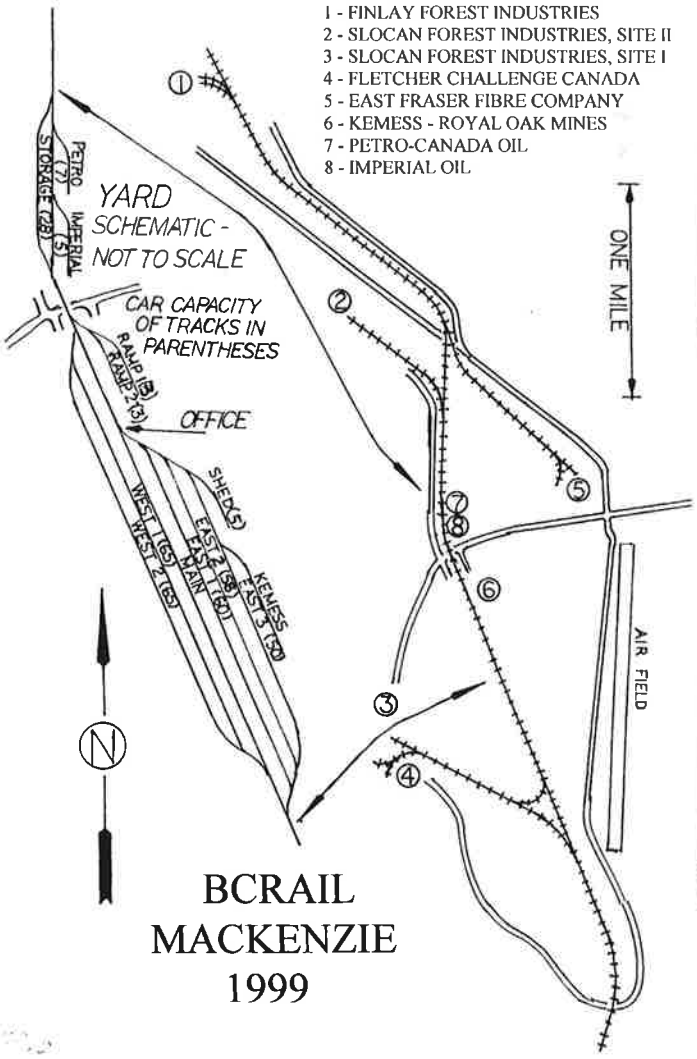
Mackenzie no longer has a dedicated yard engine. Power from the inbound freight is used by the day crew to switch at all sites. Much of the spur trackage at Mackenzie is paralleled by good roads, and although

the scenery is not spectacular, there are many good photo viewpoints; access - of course - is restricted into all the major industrial sites. A contingent of BC Rail Police patrol the property.

In the 164 km (102 miles) on Highway 97 north from Prince George to Mackenzie Junction the grade of the Chetwynd Subdivision roughly parallels Highway 97, and there are many good train viewing sites and two grade crossings. In the 29 km (18 miles) of Highway 39, from the junction to the town site, there are only a couple of good viewing sites - one a grade crossing. The grade also crosses Highway 97 only one-quarter mile past Mackenzie Junction. Access to Kennedy is via a good gravel road which leaves Highway 97 less than 9 km (6 miles) beyond Mackenzie Junction. All that can be found at Mackenzie Junction is a gas station and a so-so restaurant, but at Mackenzie (population 6,000) there are full facilities: gas, motel, hotel, RV site, fast food, restaurants, and shopping centers.



Coming off the wye at Mackenzie, on the mainline leading to the yard are engines 611, 3903, and 3603. The day crew has just finished switching the Fletcher Challenge / Slocan mill sites; 5:20 a.m., May 11, 1995.



Northbound train over the Misinchinka River bridge, note the additional steel supports below the wooden Glulam span Engines 3611, 3616, and 610 at 11:40 a.m. May 12, 1999

The Mackenzie Switcher at mile 520.4 on the Chetwynd Subdivision, southbound for Prince George. Engines 758, 646, and 750 at 8:35 a.m., June 27, 1995

MOTIVE POWER NEWS

by Paul J. Crozier Smith

A steam charter took place on April 7, 1999 with 2-8-0 3716 heading up the train for a customer called Glaxo. Besides the 3716 the train consisted of the Shalalth Power car, and seven Royal Hudson coaches.

The train departed North Vancouver at 1200 arriving at Squamish at 1400, then deadheaded back to North Vancouver. Speaking of charters there was another passenger charter on April 17, 1999 running one way North Vancouver to Whistler. This was run for Rare Indigo's customer Land Rover. Equipment was RDC-1's BC-10 and BC-11 and left North Vancouver at 0830 and arrived Whistler at 1100. It then ran light Mons then returned to North Vancouver.

BC Rail MLW M420's 641 and 646 arrived Squamish April 25th. Then M420's 644 and 647 arrived on April 26th. They were then placed in storage. Photos of some of these units can be found at the end of the M-420W article.

The "new" C30-7u's (BCR calls them C36-7ME 's) 3621-26 have all arrived on BC Rail and moved to Prince George for testing. Because the C36-7ME is a prototype design, GE technical staff will monitor all six locomotives in captive service.

The purpose of this will be to ensure that all locomotive operating characteristics and parameters are correct. The initial testing will be done with these units trailing as extra units out of Prince George on trains such as the PW/WP, James switcher, Mack switcher, and PC/CP. When operational confidence is assured, GE staff will continue to monitor the units dispatched with tonnage assigned. However they are now starting to wander farther afield on tonnage trains.

CN Geometry car left Prince George at 0630 to Lillooet April 26th. Tuesday, April 27th it moved from Lillooet to North Vancouver. Train's consist was lead by GE B36-7 3610 with BCR caboose, CN Instrument/Power car, and CN test coaches 15003 and 15004.

The following units were stored because of a downturn in traffic: SD40-2's 743, 748, B36-7's 7484, 7488, 7489 and 7498.

ISSUE 35 Corrections for
ARTICLE ON PGE / BCR
TANK CARS

Roster #1: PGE 1921 through 1928 (1st) are listed as purchased from Erie Car Works. This should have read "purchased from American Car & Foundary" as per the text.

Fig. 1. Caption: PGE 1924 (1st) is listed as acquired from Erie Car Works. This should have read "acquired from American Car & Foundary" in 1914.

PREPARING MATERIAL FOR THE CARIBOO

1) Where ever possible use a PC based word processor, MS Word, WordPad or Word Perfect and supply a disk along with a printout of your article showing possible photo or illustration locations.

2) Send photos or negatives, as a last resort we can use slides by making prints and scanning them. It is preferred that scanning be done here as changing sizes of scans up or down by more than 20% results in a loss of quality. If you feel you must do your own scanning, do so at 300 DPI or 150 LPI. We use a Relisys flat bed scanner with a film attachment that is capable of up to 9600 interpolated resolution.

3) Be prepared for your material retained until the iss completed. As issues are put together so that they contain Historical, Prototype and Model articles we cannot guarantee which issue your submission will be in. Photos must contain captions, dates and author information. MORE LATER (ed.)

PRODUCTS OF INTEREST

Compiled by: Brad Dunlop

If you arranged on a graph the number of products that we as a PGE/BCR SIG, would find of interest over time, we would currently be at one of the low points as far as quantity goes. However, even though this column is relatively sparse this issue, some important models have recently been released or re-released. So even though the numbers are down right now, the quality is not therefore we should be happy enough with that I suppose.

There are plans for at least two new product releases to coincide with our co-sponsored PG Rails '99 convention in August as you can see in the advertisements in other pages of this issue. I applaud the efforts of those that not only supply us with new products aimed at our interests but also support The Cariboo by purchasing advertising space from us. This is a new direction for us to be going in and the extra income really helps to balance the books, which helps to insure our longevity! This being said I urge the membership of our SIG to return this support by way of purchasing the products advertised in these pages.

I would like to thank BCRH&TS member Mike Nierenahausen for informing us about the North End Train Center in Seattle, Washington now carrying Kaslo Shops products. Mike reports there must be lots of closet BC Rail modelers in the area as the line is selling quite well! Perhaps the NETC would be interested in carrying the Cariboo as well; we are actively seeking new markets/members to help "spread the gospel".

An Internet store named 1000 Islands Railway Supply has been mentioned previously in this column. Unfortunately it would appear they are no longer in business as their website is no longer active amid reports of unfilled orders from our members.

I must remind you again that we welcome any product release notices or product reviews pertaining to the Pacific Great Eastern, British Columbia Railway or BC Rail. This can be about any topic whether it is prototype or modeling and can be hand written or computer generated. We need submissions too help keep things fresh and also avoid the burnout syndrome for those of us who submit regularly. Please help!

NEW PRODUCTS:

Pacific Western Rail Systems, Canadian Address: 16015 – 10 Ave., Surrey, BC, V4A 1J7, American Address: PMB # 779-8110, 250 "H" St., Blaine WA 98230 USA, Ph: 604-531-9481, Fax: 604-541-9486 E-mail: pwrail@uniserve.com Website: www.pwrs.pwcom.com PWRS will release a limited run of two three-car packs of BC Rail Hopper cars in both HO and N scale at PG Rails '99. These cars are manufactured by Intermountain Railway Company and are shipped completely ready to run. The quality and convenience of these models are reflected in the price of course but the product makes it worth it. Retail price; for N scale 3-pack. $90.00 CDN per set (sets, A or B) or $180.00 CDN for both. HO scale 3-packs are $149.95 CDN per set or $299.95 CDN for both. Add $8.00 for shipping per three or six car set.

Monte Vista Publishing, P.O. Box 886 Rialto, Ca. 92377-0886 USA.

Monte Vista will release a new book by Duane Karam, Jr. and Jeff Ainsworth at PG Rails '99. The title of the book is BC Rail Motive Power & Equipment Pictorial 1984-1999 and it covers BC Rail's first fifteen years. Price TBA.

Atlas Model Railroad Company, 603 Sweetland Ave., Hillside NJ 07205 USA, Ph: 908-687-0880 Fax: 908-851-2550
Website: www.atlasrr.com ,

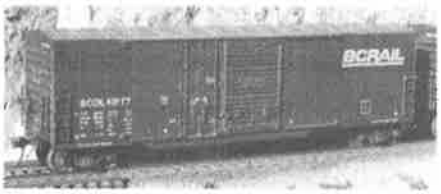
Atlas have re-released limited quantities of the ALCO RS-3 in HO scale as part of their Atlas Classic Locomotives series. Improvements from the original run include separate metal grab irons and factory installed Accumate couplers. This is a model of a locomotive class that saw many of the units having over thirty years of service with the PGE/BCR as road numbers 561 – 578 and twelve years of service for the 559 & 560. A number of these locomotives were converted to Slugs after retirement. The Atlas model requires at least some modifications but is a good place to begin for PGE/BCR. If the recently released RS-1 from Atlas is any indication these units will probably sell-out within a relatively short time so I would recommend going to your favorite retailer ASAP if you are interested in purchasing any. MSRP $94.95 USD.

Life-Like Products Inc, 1600 Union Ave., Baltimore MD 21211 USA, Website: www.lifelikeproducts.com

Life-Like's Proto 2000 series

have released a 53' 6" AAR Standard 50-Ton Flat car in HO scale. Details include a laser-cut wood deck, separate grab irons & steps, 50-Ton friction bearing trucks, Proto 2000 couplers and hidden die-cast weight. This model would be appropriate for PGE/BCR car numbers 1222 to 1473 even though they were actually 52' 6" long. The rest of the dimensions measure very close to the prototype according to the measurements published in the Official Railway Equipment register from January 1966. The overall look of the car is very accurate and I can't wait to get a hold of some appropriate PGE decals to finish mine off with. The undecorated catalogue number is 21904 with a MSRP of $14.00 USD.

Andy W. Scale Models, 7706 Windsor St., Vancouver, BC, Canada V5X 4A5, Ph./Fax: 604-325-1869.



Andy Wegmuller has released the following HO scale announcement;

"Later on this year I hope make more BCR models to fill orders on hand. I am planning to do a new run of combination door BCR box-

cars including the modified version as they run at present (80000 and 100000series)."

"I am also working on the Hawker Siddley welded gondolas (9200 to 9370 series). They should be available in a few months in the ore car version with covers. I am also working on the CP version (CP 347000 to 347399) in Action Red and Black with script lettering as they come with fibreglass covers. They might be of interest to BCR modellers as they are seen at Vancouver Wharves all the time."

All models are available as finished super detailed (inc. brake rigging) ready to run product. Anyone wanting to get one of these models should contact Andy ASAP as the runs usually sell out fast. Price TBA

Kaslo Shops via **Kaslo Shops Distributing,** #201 - 1766 Duchess Avenue, West Vancouver, BC, V7V 1P9 Ph: 604-925-9910 E-mail: jwhitmore@pine.com, Website: http://vvv.com/~jwhitmore/index.html.

KSD's John Whitemore has announced the release of Canadian style boxcar ladders in HO Scale. "The first set to be released are 8 rungs with stirrups and 16 1/2" spacing. These ladders are stainless steel and look beautiful when painted up and on your rolling stock." says John. Cat. # HD – 4, (four per package) MSRP $10.00 CDN.

PRODUCT REVIEWS

Review by Andy Barber with sincere thanks to John Riddell for obtaining this update.

Life-Like Products/Proto 2000, 4427 Cubic Foot PS-2 Covered Hopper. Issue 34 of The Cariboo described the initial release of this HO scale Covered Hopper in BC Rail livery. There were some minor problems with these cars as far as BC Rail modelers were concerned: a) The Dogwood appeared on several cars in the HO issue. Only one, BCOL 2300 had the Dogwood in actual fact. b) The Dogwoods were on upside down. c) The Capacity data on 2300 is in the first panel. All other cars in the second panel. For the models, 2300 was the same as all other cars.

To its eternal credit, Life-Like has produced and issued a second run of the BCOL 2300 – 2320 series and all of the errors listed above have been corrected. Here is a summary of what is out there: Original Issue; Cat. # 101563, single car, BCOL 2311; Cat #101564, single car, BCOL 2312; Cat. #101565, 4 car pack, BCOL 2300 – 2303. Second Run; Cat. #101570, single car, BCOL 2320; Cat. #101571, single car, BCOL 2319; Cat. #101572, 4 car pack, BCOL 2315 –2318; Cat. #101599, single car, BCOL 2300. In summary, Life-Like has done a very nice job with its re-issue of this model and I have no problem in rec ommending it.

Review by Ron Tuff

"A Railroad Goes to Sea", RAILVIDEO, Division of Aviation Videos Ltd., 2214 Courtland Drive, Burlington, Ontario, L7R 1S4. $24.95 at hobby shop, VHS Black & White 3:30 minutes.

While browsing through the video selections at the local hobby shop, I found a thirty-minute, three-part videotape from a local distributor, RAILVIDEO. The titles included" Train 406", "Building the MLW FA1" and "Railway Barge". My curiosity caused me to turn the case over and read the description on the rear cover. I was shocked to

find the "Railway Barge" segment was in fact about the Pacific Great Eastern railway, formally titled "A Railroad Goes to Sea".
The segment is a 3:30 minute long Eye Witness production made by the National Film Board in 1953. It briefly documents the loading of Pacific Great Eastern barge #3 with a variety of vintage freight cars at North Vancouver for the 45 mile, six hour long trip to Squamish. As the narrator explains, the railway is contemplating a direct rail connection between the two ports along the Howe Sound. With the expansion of the railway into the Peace River District, freight tonnage is expected to reach half a million tons.

As the tug, Point Ellice, adorned with the Cariboo herald on its stack and railway steam whistle pulls away from the slip, the tow cable is let out for smoother control of the barge in the sometimes-rough waters of Howe Sound. Upon arrival, the Point Ellice pulls in the tow cable and eases the barge into the Squamish slip. An unidentified PGE steam locomotive approaches the apron to switch the barge before the tides change the level of the slip. Typically, petroleum products are shipped to the interior of British Columbia with dimensional lumber, cattle and coal heading south.

This short video was quite interesting, especially the variety of 1953 railway equipment in each scene. The other two segments, formally titled " New Look on rails" and "Train 406" were also National Film Board productions. The first is of the Montreal Locomotive Works erection shop during the construction of Canadian National's 9400 series FA1 Diesels in 1951. The second covers operations at Canadian National's Turcot Yard in Montreal during the winter arrival of fast freight #406 from Toronto to Halifax in 1958.

In hindsight, the $24.95 price seems a little steep for a Pacific Great Eastern modeller/historian, considering the short length of the video. The jacket does not indicate the individual length of each segment and indicates a total forty-minute production, but only delivers thirty minutes. This was the first movie footage I had seen of the barge operation, which made it a treat, but I would not recommend it unless you are specifically interested in this era of the railway's operations.

Review by Laslo Dora

KASLO SHOPS HK – 4, 60' Wood Chip Car ($35.00 CDN) and HDL – 3, Custom decal for wood chip car (which does 4 cars) ($12.00 CDN), Kaslo Shops Distributing, #201 - 1766 Duchess Avenue, West Vancouver, BC, V7V 1P9 Ph: 604-925-9910 E-mail: Kaslo Shops Distributing Website: http://vvv.com/~jwhitmore/index.html

The HK – 4, 60' WOOD CHIP CAR

In 1973, then Premier Dave Barrett announced the opening of a rail car manufacturing plant. By the spring of 1975 the Railwest Manufacturing Company started producing its first order of cars, which were 60' wood chip cars for the British Columbia Railway. The order was for 400 wood chip cars, which were built in 1975 and 1976 and were numbered as series BCOL 90441-90687 and BCOL 90688-90840. These outside braced cars were all painted light green and carried the Dogwood Herald logo, which was applied onto a flat steel plate. As time passed, (probably after the railway was renamed as BC Rail) the herald plates were removed from many of the cars, leaving an exposed patch of rust in its place. (*Ed note: Many of the herald plates actually fell off the cars en-route and turned into collectors items found along the right-of-way*).

The Kaslo Shops kit came supplied with an assortment of castings and some Intermountain and Details West detail parts sprues. Couplers, trucks and some additional detail items were not included with the kit. A two-page instruction sheet outlines the assembly process in fair detail.

Assembly of the kit was straight forward, though I would recommend the use of reference photographs. I did not use epoxy glue to glue the sides together as suggested, but CA glue instead. I added some lead weight to the model, for otherwise it would have been too light to operate on a layout. The thin lead sheet was glued onto the floor supplied with the kit, and when the two sides and ends were in place, I poured some casting resin into the car to cover and hide the lead. Prior to pouring in the resin, all gaps were sealed to ensure that it would not leak out anywhere.

In Issue 32 of the Cariboo (April 1998) I have outlined various methods of painting and making wood chip cars appear as on the prototype. Because the car has braces along the top, a removable wood chip load cannot be used.

I have found that sawdust obtained from the cutting of particleboard yielded the best looking min-

iature wood chips. The cars are most often completely loaded, with the wood chips covering a portion of the braces, and the use of an actual sawdust load enables similar loading. After a few operating sessions on the layout, the load tends to settle, so at that time, the cars are reloaded. Derailments and spills are also more prototypical, to the embarrassment of those operating the cars.

The HDL - 3 CUSTOM DECAL SHEET

This decal sheet provides material to decal 4 wood chip cars. There is material to do three cars of the *abo*ve noted series, and one car from series BCOL 90341-90440. With some modification, the kit can be finished as a car from series BCOL 90341-90440. The decals are of high quality, and even the fine print is clear. The decals are best applied using the instructions and setting solutions of Microscale.

Kaslo Shop products are available through Central Hobbies, 2845 Grandview Highway Vancouver, BC V5M 2E1, Ph: 604-431-0771 Fax: 604-431-9855 Orders: (888) 7TRAINS Website: www.central-hobbies.com. Pacific Scale Rail 612 Carnarvon St., New Westminister BC V3M 1E5, Ph: 604-524-0771, 800-377-2860 Website: www.pacificscalerail.com . North End Train Center, 12333 Lake City Way NE, Seattle WA 98125-5401 USA, Ph: 206-362-4959, 800 546 4495 or through the distributor, Kaslo Shops Distributing.

EDITORIAL

This issue of The Cariboo brings many changes in both appearance and personnel. I invite you too join me in welcoming well known author, publisher and railfan Mr. Donald C. Lewis as one of our new Editors. Mr. Malcolm Anderson, our other new Editor, will also be well known to any of you who are members of the PNR 7th Division as he was Editor of the Bulletin Board newsletter for several years. Don is the Editor of this issue while Malcolm gets settled down in his new Alberta home. The plan then is for the two of them to alternately edit future issues of The Cariboo. Don's company, LPD Publishing, will publish all issues for the BCRH&TS. I am currently filling the positions of Editor in Chief and Chairman of the Board pending ratification with the membership attending the PG Rails '99 convention in Prince George.

Other personnel updates include Mr. Ray Konrath assuming the duties of Treasurer and Subscriptions in addition to back issues. Mr. Trevor Mills is our new "In The News" columnist (Trevor is seeking correspondents in areas outside of Squamish) while Mr. Paul J. Crozier-Smith remains as our Motive Power columnist.

Don's expertise is readily evident in these pages with the changes he has made to the format. One of the first that you will notice is finding the text easier to read, this is due to changing the font from True Type Times New Roman to PostScript type AGaramond. However this change means that the text may only take about 60 percent of the physical space when compared to the old style. As a way to help compensate for this Don suggested the new Prototype Photo feature section which you will find in these pages. Other changes include improved photo quality over recent issues and a new format for the front cover.

For this Special Convention Issue we are still going to print 40 pages with the membership and retail prices remaining as they have since publishing The Cariboo thrice yearly has been in effect. A major change you will notice in the make-up of this Issue is the advertising. This may benefit our membership in several ways, some of which are included in the following list.

I would like to discuss the following items during our BCRH&TS membership general meeting to be held during the PG Rails '99 Convention at 0900 o'clock, Friday August 13.

1) Ratify the new make-up of the British Columbia Railway Historical &Technical Society board and The Cariboo Editorial board.
2) Frequency of publishing The Cariboo - I propose going back to four Issues per year.
3) Size of The Cariboo – I propose we reduce the page count to approximately 24 to 28 pages (keep the above-mentioned change in text format in mind). This will reduce both our printing and paper costs as well as help increase our backlog of articles etc. on hand
4) Cost of membership – I propose we reduce our membership and wholesale rates in order to be more competitive with other similar publications.
5) Advertising – I propose we make advertising a regular occurrence in future issues of The Cariboo. The acceptance of suitable advertising material being at the discretion of the Editorial board. This would make lowering the membership and wholesale rates much more attainable.
6) Calendar – I propose that the BCRH&TS, with the Western Canada Railway Association (WCRA) and the Prince George Railway & Forest Museum Society as partners, jointly produce a corporate calendar for BC Rail. Preliminary discussions with both groups have already taken place and it appears to be do-able. We would need one or more volunteers beside myself to work on this project. We would also need photos submitted from our group and as soon as possible.
7) Website – I propose that we need a new website, member John Whitmore has already volunteered to be the webmaster. Currently, money is the only object with approximately $200.00 being required to register a URL of our own (which may be translated to we are the boss).
8) Next Convention – I propose we establish a date (which may be approximate) and location for our next convention.
9) Convention Seed Money – I propose we establish a reasonable amount of seed money required for the next convention, which will come out of the profits from PG Rails '99. Any money in excess

of this amount to go to the general revenue of the BCRH&TS (this may fund the above-mentioned website and or calendar needs).

10) Membership List – I propose we make our membership list available to other members of the BCRH&TS, once per year. Said list not to be used for commercial purpose and be available for a nominal fee. Proceeds to go into the general BCRH&TS account.
11) Items submitted for publication – I propose that more of the membership become involved with submitting items for publication in The Cariboo. In addition I propose that any articles, drawings etc. which appear in The Cariboo be available for publication in other magazines/newsletters so long as the proper credit is given and applicable payment is made. This only after the submission has appeared in The Cariboo.
12) Benefits of membership in the BCRH&TS – I propose we discuss ways to keep our current members and attract new ones by way of exploring, creating and exploiting the benefits of membership. We are members of the British Columbia Railway Historical & Technical Society; we are not subscribers to The Cariboo!
13) Name change - I propose that we officially change our name to the BC Rail Historical & Technical Society.
14) If you are not able to attend PG Rails '99 in person you are welcome to submit a written submission. Please send (e-mail or snail mail) such submissions to me and I assure they will be included in the discussion, provided I receive them on or before August 8, 1999.

I sincerely hope you enjoy this issue and look forward to a fine convention and a solid future for our group.

Brad Dunlop
Acting Editor in Chief/Chairman of the Board for the BCRH&TS

MEMBERSHIP APPLICATION FORM

The British Columbia Railway Historical & Technical Society

The Cariboo is a leading source of information regarding BC Rail and its predecessor companies, the British Columbia Railway and the Pacific Great Eastern Railway. Currently published three times per year each forty-page issue features current news of the railway, articles describing railway operations, historical and modelling information spanning all eras. regular columns include Motive Power Notes, Products of Interest (which includes reviews)., Interchange (items wanted/for sale) and In the News.

Membership in the British Columbia Railway Historical & Technical Society is currently priced at $20.00 USD or $25.00 CDN per year with overseas rates available on request. Your membership includes three issues of The Cariboo where you can find information that you're not likely to find anywhere else.

Make your check or money order payable to "BCRH&TS" and mail to Ray Konrath, 2166 Lannon Way, Sidney, BC, Canada, Postal Code V8L 4K2

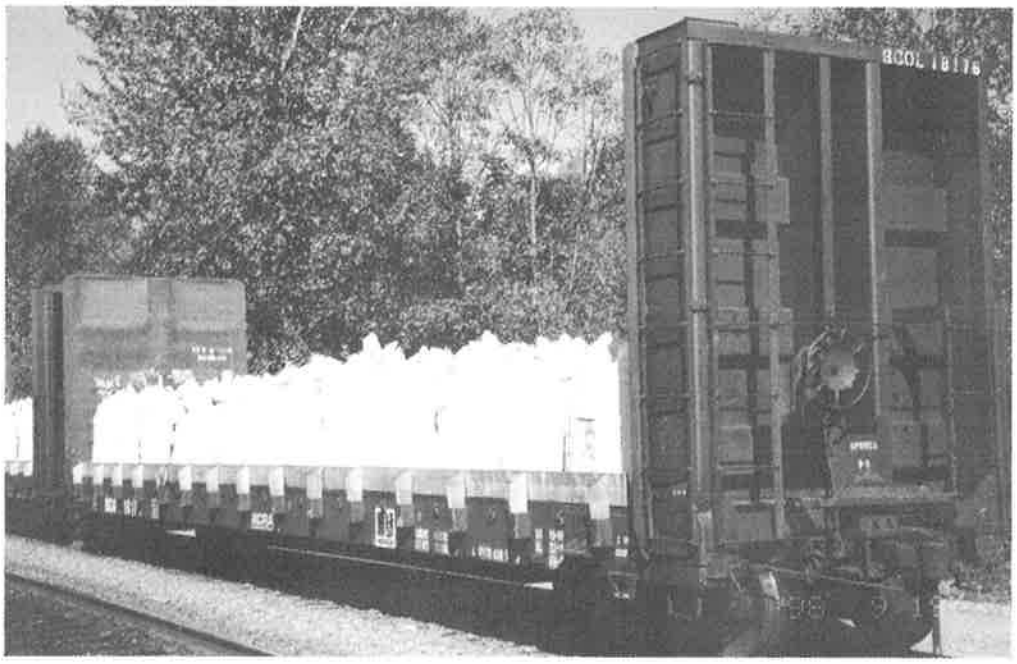
Direct any other questions, comments or suggestions to Brad Dunlop, 170 Jupiter Court, Kelowna BC, Canada, V1X 5W5.
e-mail: bocdunlop@home.com

Name:..... Address.....

City.....Prov./Stare ..... Country.....

Postal / ZIP Code ..... E-Mail address .....

OK you sharp eyed train watchers, a) whose locomotive, b) B unit history, c) where this picture was taken. Also what else you know about it. We will share the best answers with our readers in the next issue of the Cariboo.



On page 25 in the Mackenzie Sub article, reference was made to sample loads of a concentrate of Copper and Silver mixed with Gold ore being shipped to Vancouver Wharves in North Vancouver. This photograph by Andy Barber shows what those shipments looked like in North Vancouver, Sept. 19, 1998. Is this materisl for a short article.

A maintenance of way car in storage at the Prince George yards. This is an ex-CP Minibox purchased during the railway's PGE days. Note the elegant P.G.E. lettering and map logo. Andy Barber photo

Pacific Western Rail Systems

On May 8th 1999, Pacific Western Rail Systems obtained permission from BC Rail Ltd. to custom decal four BC Rail 800000 series three bay grain hoppers. This is the first time any railway club has been given permission to decal a prototype car for a major railway in North America. The cars are now in revenue service and all fans of BC Rail should be on the lookout for these specially decorated cars.

One of the cars has the caption "Decals supplied by Pacific Western Rail Systems" on the lower right end of the car. The decals themselves are blue and red like the ones on the BC Rail engines. To our knowledge this is the only time the BC Rail logo has been put on a regular revenue car, in red and blue, as you would find on a typical BC Rail engine.

Pacific Western Rail Systems has decaled the cars at their expense and did so to help promote BC Rail to all modelers in North America. They hope to help raise funds to get molds cut for the future release of BC Rail 50 ft. and 60 ft. Outside Braced, Combo-door, Boxcars and 74 ft. Bulkhead Centerbeams in both N and HO scales.

You too can be part of BC Rail history; in August Pacific Western Rail Systems will produce a limit run of these 4 cars (plus 2 others in the regular BC Rail paint scheme) in a six-car set. The cars will be produced by Intermountain Railway Company of Colorado who are famous for their attention to detail. The cars will be available in N and HO scale, and all cars will come with metal photo etched roof walks, and are prebuilt and ready to run.

Be sure to get your reservation in now, your organization has been allowed to pre-order before we inform the general modeling public. BC Rail is interested in seeing how much support there is for their models by their fans. Let's show them how much we care.

You may mail, fax, or e-mail your reservation to Pacific Western now. N scale cars will sell for $90.00 Can. per three car set (there are two different sets, A and B) or $180.00 Can. for both. HO three car sets are $149.95 each or $299.95 for all six cars. Please add $8.00 for shipping per three or six car set. Sorry, a 2 set limit per customer per scale. (Anticipated production is 100 six car sets only per scale.)

Other News: Pacific Western Rail Systems has some Kato SD 40-2's in HO scale. We have CN SD 40-2's in both road numbers. Please call us if you are I need of these hart-to-get locomotives.

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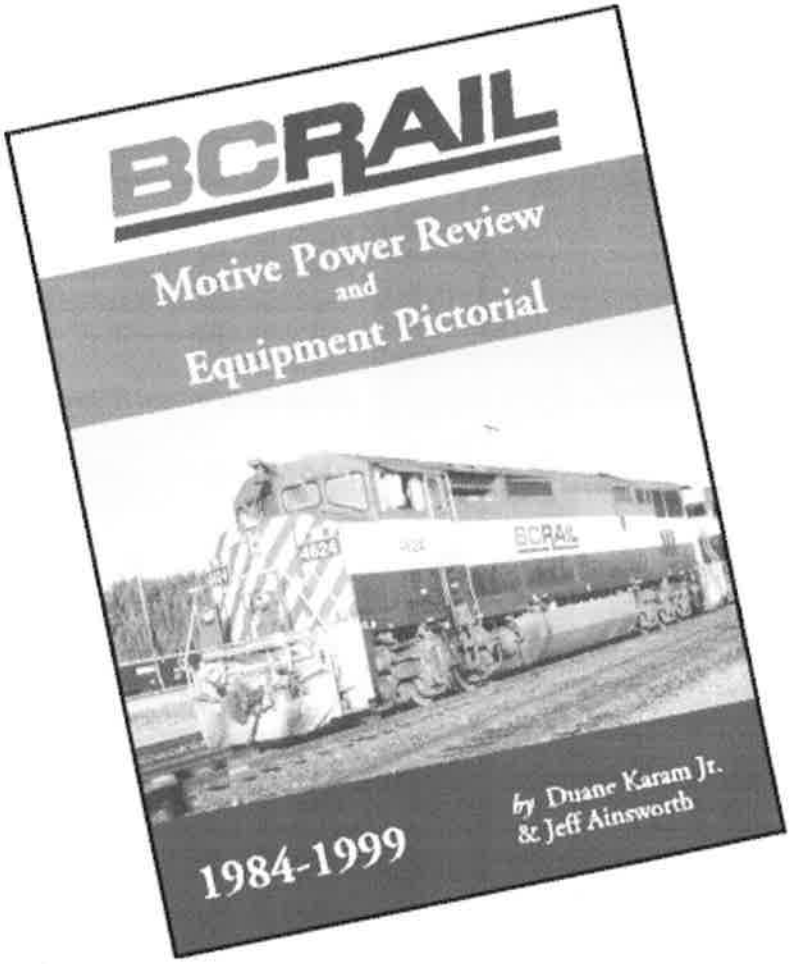

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REPLACEMENT PHOTOS FOR ISSUE 35

All but Fig. 3, have been reproduced on this and the next two pages. Try as we may we couldn't get Fig. 3 light enough to include.

PGE 1921 Cover photo for the original article in issue 35, Diesel Fuel tank car at North Vancouver in 1963. Greg Kennelly and Tim Horton collaborated on a comprehensive article describing PGE/BCR tank cats which began on page 3 of that issue.

photograph by William H. Hewlett from the collection of Grg Kennelly

Fig. 1 *top left* PGE 1924 (1st) at Squamish circa 1957. This is one of eight 10,000 gallon cars acquired from the American Car & Foundry in 1914.
William H. Hewlett photograph from the Greg Kennelly coll.

Fig. 2 *above* PGE 1929 (ex-CDLX 1047) photographed on May 15, 1949 in the Diesel Fuel Service paint scheme which was also applied to PGE 1921-1928.
photograph from the Patterson-George collection.

Fig. 4 *at right* BCOL 1924 (2nd) (ex-UTLX 22368) photographed at Port Aberni in August 1996. This picture shows the car as repainted for the British Columbia Railway.
photograph by Dave Wilke.

Fig. 6 *above* BCOL 1923 (ex UTLX 235) at North Vancouver on December 20, 1993. This was the railway's first modern tank car and originally had the PGE map herald.

Andy Barber photograph

Fig. 5 *at right* BCOL 1911 was a prototype kitbashed from an ex-PSPX welded tank and an ex-CPR boxcar in August 1968. It has been seen at Prince George on March 16, 1998.

photograph by Timothy J. Horton

When viewing the photo of 1911 above bear in mind that there is a shadow of the tank on the box car behind.

Fig. 7 *at right* BCOL 1943 (ex-UTLX 43022) at Squamish in June 1991.

Note the personnel guards in place of the usual running boards, absense of handrails around tank, and style of end handrails.

photograph by Timothy J. Horton

Fig. 8 *at right* BCOL 1949 at Squamish in June of 1991. Note the welded tank with a capacity of 6835 Imperial Gallons. BCOL 1948 was identical to this car.

photograph by Andy Barber

Fig. 9 *top* BCOL 1951 at North Vancouver on August 13, 1995. Acquired in 1976, this car was rebuilt from a wreck salvage. Note two sets of hatches and vents at each end.

Fig. 10 *above* BCOL 1965 at North Vancouver on August 13, 1995. BCOL 1963-1968 are identical. This particular car is assigned to lube oil service.

two photos by Timothy J. Horton

Fig. 11 *above* BCOL 991963 at Squamish in July 1993. This car together with BCOL 991961 and 991962 were converted from 10,000 US gallon cars aquired by PGE in 1914.

Fig. 12 *at right* BCOL 993551 is representative of the water service cars. Note the Yellow paint and Black lettering. The car was photographed at Kennedy in July 1995.

photographs by Andy Barber