

The CARIBOO

**A Publication of the PGE/BCR Special Interest Group Society
(Formerly known as the BC Rail Historical and Technical Society)**

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THE PGE/BCR SIG**

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Cover Photo

This beautiful photo of a C-630 and a M-630 on the headend of freight 703 North nearing Squamish circa 1988 was provided from the BC Rail archives by the West Coast Railway Association. It will also see use in a calender project underway.

Do you think you have a spectacular colour photo that could make a cover for a future issue of the Cariboo, make a photocopy or send a low rez e-mail for review. Who knows you may become famous among our membership.

The CARIBOO

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All contributions are welcome. It is helpful if submissions are provided on PC compatible disks in an IBM PC based 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 wherever 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 and

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All material to be camera ready. Design and layout services are available, ask for a quote. Ask for colour pricing

IN THE NEWS

by your Editors

If you have ever traveled north of Lillooet on the Budd car one sight that you would be sure to remember was the Pavilion General Store. For a number of years the sign out front read "B.C.'s oldest general store" and it certainly was, being built in 1862. Unfortunately that all changed sometime after 2 a.m. on Sunday January 23, 2000 when the store burst into flames. Efforts to extinguish the fire with equip-



ment from both the Pavilion and Fountain band's fire departments went for naught, largely due to the sawdust insulation in the old buildings walls. Preliminary investigations indicate there was no evidence of arson.

Ts'kw'aylaxw (Pavilion band) Chief Robert Shintah said "This is a great loss to everybody. Not only those of us who live in Pavilion but for all the tourists who travel through here. It was a great place to stop and visit, to sit back and talk."

Bridge River Lillooet News

On December 24, 1999 the BC Rail Council of Trade Unions served 72 hour strike notice. They stated that they would only have limited picketing due to the festive season. The unions have been without a contract for two years. BC Rail management subsequently responded with a full lockout of unionized employees effective at noon Monday Dec. 27. BC Rail issued full refunds for the Holiday Hudson and Millenium Dinner trains.

The BC Government is monitoring the situation. On December 31st BC Rail unions put pickets at Roberts Bank shutting down any traffic in or out of there for the day and shutting down the terminal. BC Rail and the Council of Trade Unions returned to the bargaining table on Wednesday January 5, 2000 aided by a mediator appointed by the provincial govern-

ment. After ten hours of bargaining the parties involved came to a tentative agreement which immediately brought down the pickets and the resumption of freight service. It took a couple of days more to get things back to normal.

The three-year deal has since been voted on and ratified by the company and the union membership.

For all of us who were looking forward to Singh Bilns feature speaker routine (which he does very well) at the Trains '99 banquet in Burnaby, BC, November 14th, 1999, it came as a great surprise that Singh wouldn't be able to make it. The first news was that his doctor had admitted him to the hospital for some routine tests. The following Monday I learned that Singh had actually had a stroke early on the previous Saturday morning! The early prognosis was for a full and complete recovery and at this time it certainly looks like a good one. Singh credits his wife for recognizing the early symptoms and taking the appropriate actions or the results may have been far worse. A card and bouquet of flowers were sent to the Squamish hospital for Singh on behalf of all the members of our SIG, which he appreciated. Thankfully we can now look forward to the next opportunity to attend one of Singh's excellent presentations.

There has been major restructuring at BC Rail in an effort to improve planning, efficiencies, and customer service while reducing costs. One of the components of this restructuring has been the consolidation of all maintenance into one department. Norm Hopper, formerly the Chief Engineer, has been appointed Director, Maintenance and Chief Engineer with overall responsibility for maintenance and upgrade of all track, facilities, rolling stock, MOW equipment, vehicles, and rail communications. Singh Biln, formerly the Chief Mechanical Officer, has assumed the position of Manager, Asset Planning and Technical Services. He will be involved with locomotive acquisitions but, in addition, he will be involved in assessing and implementing technology to improve safety, efficiency, and reduce costs. Much of this technology will involve locomotives. Gord Younger, formerly Supervisor, Motive Power, is now Manager, Motive Power with overall responsibility for servicing, main-

taining, and rebuilding locomotives.

Locomotive acquisitions this year will be nine or ten new six-axle, high horsepower (4500hp) mainline units for anticipated new business, and three rebuilt four-axle units for branchline service. Locomotive models and specifications are being reviewed now for anticipated order in March and delivery in September. All units are expected to have DC traction motors, microprocessor control, and automatic shut-down system for fuel conservation.

INTERCHANGE

Member Brad Dunlop continues to seek photos of the 52' 6" Flat cars. These may be PGE or BCR and may be used in the Cariboo for an upcoming article. See inside the front cover for contact information.

An excellent article has been submitted covering PGE Caboose numbers 1805, 1806 and 1807. We are looking for some additional photos to accompany this article.

The Cariboo is in need of a regular columnist/compiler for the "In The News" column. We are looking for regular contributors for all of our feature columns. Contact Brad Dunlop if you are interested. The help would be greatly appreciated.

As noted in the new membership application form we are now offering a members-only contact list for those of you interested. To be included in the list we require that you be a current member and supply us with your request complete with a signature. The initial list will be distributed with Issue #38 of the Cariboo and will be updated with each issue thereafter.

The Cariboo Editorial staff are looking for photo contributions. Anything of interest to our SIG in general and "open loads" in particular. We are planning a regular "open load" department beginning with issue # 38.

Please advise us of your e-mail address if you have one.

TALES OF TRAILS & RAILS

CPR, PGE, and Others North of Squamish

by: Eric L. Johnson

This article first appeared in the September, 1998, issue of the SANDHOUSE, newsletter of the Pacific Coast Division of C.R.H.A. The material was selected from an unpublished manuscript — note that maps 1, 2, and 4, which were key maps, are omitted, as are detail maps 7, 8, 10, and 12, 13 and 14.

In the spring of 1871 the Canadian Pacific Railway began surveys westward across Canada, in order to locate the best route leading to a salt water port. By early 1873 seven possible routes crossing the mountain regions of British Columbia had been designated for detailed surveys, all west from "Fort Edmonton" through the Yellowhead Pass. The routes were numbered in order from south to north. Routes 1 and 2 would terminate at "Burrard Inlet, near New Westminster". Route 3 would terminate at Howe Sound (Squamish). Routes 4, 5, and 6 at Bute Inlet (all would continue on, somehow, to Vancouver Island via Seymour Narrows) and route 7 at Bentinck North Arm. Additional routes were later added. Routes 8 and 9 to Dean Inlet. Route 10 to Gardner Inlet and route 11 to Port Essington (Prince Rupert). By 1878 however, all but routes 2, 6, and 11 had been eliminated.⁽¹⁾

Those who know CPR history are aware of how politics and circumstances would eliminate the Yellowhead approach altogether from the railway's plans, and what the final choice of route would be. However, route No. 3 did have some effect on subsequent B.C. history. The route's survey trail was to play a small but interesting role.

Route No. 3 was to deviate from mile 189 of routes 1 and 2 — the Yellowhead Pass was mile 0, and mile 189 was near present day Clearwater on the North Thompson River. There the route rose westerly to the headwaters of the Bonaparte River, whose valley it then descended (striking the Cariboo wagon road, today's B.C. Highway 97) at the point where the present day Hat Creek road (B.C. Highway 12) leaves Highway 97. It then follows the same route the Hat Creek road takes, through Marble Canyon, and on to Pavillion. From that point on down to Lillooet, and to Howe Sound via Seton and Anderson Lakes, it was basically the same line taken by British Columbia's own Pacific Great Eastern Railway. This latter portion of CPR's route No. 3 will be the chief subject of this article.

Trails down central British Columbia had been in use since the early 1800s, but the coastal mountains pre-

sented a daunting barrier to reaching the saltwater ports. It was Alexander C. Anderson of the Hudson's Bay Company who pioneered the previously unexplored Lillooet/Seton and Anderson Lakes/Harrison/Fraser River route in 1846, and this for a time was the chief access route leading from the coast to the Cariboo gold field discovered in 1858.⁽²⁾ The valleys from Howe Sound (present day Squamish) to Pemberton had not yet seen the passage of Europeans. Of course, the entire route from Howe Sound to Lillooet had been in use for centuries by coastal Indians paying summer visits to their Interior brethren, however no defined trails existed.

The first written description of "the country between Lillooet Lake and Howes Sound" was submitted in 1858 by Joseph W. MacKay, a Hudson Bay man and early colonial legislator, who trekked southward for three days through exceedingly rough terrain from Pemberton (at the head of Lillooet Lake on the old Harrison Route) to the head of Howe Sound.⁽³⁾ The Cariboo wagon road up the Fraser and Thompson Rivers had not yet been completed, and men were taking the difficult Harrison route via Pemberton, and Seton and Anderson Lakes to Lillooet, then over Pavillion Mountain and northward. In 1860, Lieutenant Richard C. Mayne of the British Navy traversed the same route that MacKay had, but headed north from the lower Squamish valley to reach Pemberton.^(4, 5) Both MacKay and Mayne had been in search of a better route to the Cariboo gold field, but their reports were not encouraging.

In 1871, Andrew T. Jamieson filed a skimpy and inaccurate account of his passage from Lillooet to Howe Sound and, this report did spur investigation of CPR route No. 3.⁽⁶⁾ Surveys of this route began in early summer of 1873 under Chief Resident Assistant Marcus Smith, "obedient servant" of Sanford Fleming, CPR Engineer-in-Chief, to whom he reported. Dropped off at the head of Howe Sound, survey crews, mule pack trains, and axemen set off through previously unsurveyed territory. Smith's crews cut a trail, only adequate to move up supplies for the surveyors, from Howe Sound up the Cheakamus River, over the summit, and down Green River to Pemberton where the crew took to the old Harrison wagon road, which was then still serviceable. The wagon

road ended at Anderson Lake (present day D'Arcy) where the CPR survey crews took to boats, as Cariboo-bound gold seekers had also done, sailing down to Seton Portage and Seton Lake, and on to Lillooet.

The CPR trail cutters had a difficult time along the southern portion of the proposed line, in places having to bring the pack route 2000 feet above the surveyed grade. Crossings of mountain sides and rubble slides, deep ravines, and swift rivers confirmed MacKay's and Mayne's rejection of this route as an alternative to the Harrison Route. By fall of 1873 the survey was complete. Although it was the most direct, and shortest, route to salt water, it had to cross four major summits and required "excessively heavy work" — Marcus Smith soon deemed route No. 3 out of contention, ranking it seventh of the eleven surveyed.

However, the CPR survey trail -- basic as it was — was immediately proposed for upgrading to be used as a cattle trail by ranchers north of Lillooet. At that time good wagon roads along the Fraser and Thompson Rivers were in use, but were not considered ideal for cattle drives to coastal markets because of the narrow and dangerous ledges along the rivers, other traffic, and the lack of feed en route. Commissioned to start construction, scout the balance of the route, and to estimate costs and time required, Public Works foreman William Sampson submitted an optimistic plan in late 1873.⁽⁷⁾

Work had already begun, and "thirty-two miles of trail have been constructed on the south side of Seaton and Anderson Lakes, still leaving six miles to be made in order to connect with the Pemberton Portage waggon road" "The estimated cost of completing the above portions of the trail is about \$2000". This was all new trail that CPR crews had to cut, as there was no trail at all along the lakes. From Anderson Lake to Pemberton the old Harrison wagon road (20 miles in length) was still serviceable, needing little work, but from Pemberton to Howe Sound "a considerable portion of the trail made by the Railway Survey Party can be utilized by simply widening it through the timber and brush". This portion was estimated to be 53-1/2 miles in length. However, cattle had to be driven to Burrard Inlet, not to the head of Howe Sound where they could be marketed, and so a final 23-mile portion of trail was planned from Howe Sound, up the Stawamus River, over the pass and down the Seymour River to present day North Vancouver. Sampson estimated this final 76½ mile section could be built for \$8000. Estimated time for completion of the 134½ mile trail was

the fall of 1874 with a total cost of \$10,000.

Representing the ranchers, legislators in Victoria approved funding for the plan so that work could resume in spring of 1874. However, construction of, and improvements to, the 3-foot to 5-foot wide trail which was described variously as the Burrard Inlet Trail, the Howe Sound Trail, the Pemberton Trail, and the Lillooet Trail, proved much more difficult and expensive than Sampson had estimated. By fall of 1874, then 1875, the trail was still not complete, and a change in government halted work altogether in 1876. A final drive in 1877 did "complete" the trail, after a total expenditure of more than \$36,000.

"Complete" was a relative term, but whether the trail was ready or not, rancher Robert Carson of Pavillion was, and he and a pair of cowboys began driving a herd of 200 cattle to "Burrard Inlet". The drive over the steep and rocky section along Seton and Anderson Lakes was slow, but from there to Pemberton presented few problems. On to Howe Sound was, very slow and further complicated by a lack of feed for the cattle. The worst was still to come, as the drive continued up the Stawamus River in mid-October, 1877. A lack of feed, heavy fall rains, mud, freezing temperatures at the pass — only seven miles from Howe Sound, yet 3000 feet higher in elevation — almost ended the cattle drive. Still, the small crew pressed on, arriving at Moodyville (North Vancouver) with all the cattle intact, but in anything but a marketable condition. It would be the only cattle drive ever to use the trail. On April 19, 1952, a small stone cairn with a bronze plaque was unveiled in North Vancouver to commemorate the "Lillooet Trail". Forgotten in later years, the cairn sat in a clump of weeds on the edge of the parking lot of the Coach House Inn, near the south end of Old Lillooet Road (the foot of the original trail), but was relocated to Seylynn Park, at the corner of Bruce and Mountain Highway, in the early 1990s.

Public Works, of course, ceased work on the trail. The section along Anderson and Seton Lakes was abandoned altogether. The old Harrison Route wagon road, Pemberton to Anderson Lake, lies in less rugged terrain and survived well enough although it was little used. The North Vancouver to Howe Sound section quickly deteriorated, although for a time it was re-opened for use by prospectors and miners, particularly during the early 1900s when the great Britannia copper mine flourished.

The Howe Sound to Pemberton section was for the next fifteen years absent from government records,

but by the early 1890s it began getting significant annual improvements. Department of Public Works reports suddenly began listing work performed on the "Squamish, Howe Sound and Pemberton Trail" for the year 1893.⁽⁷⁾ This was without doubt government encouragement for development of railways into British Columbia's interior, and the associated land speculation. It was the age of great railway schemes. Bruce Ramsey listed a dozen companies that had been granted charters during the 1890s and early 1900s for railways to run northerly from Burrard Inlet and Squamish, to open central British Columbia (and the Yukon) to development.⁽⁸⁾ With the aid of the old CPR survey trail-cum-cattle trail, several railway surveys were run, basically via CPR's route No. 3. Pemberton was known to have rich agricultural land, but was too far from markets and had few permanent residents. The promise of development through land speculation, saw more than one boom and bust all aided and abetted by the old CPR trail.

But development did proceed. Railway survey activity in the early 1900s prompted many to stake property in choice areas along the route: at Rubble Creek which offered a short trail up to the beautiful alpine meadows of Garibaldi Park, and at the "summit lakes", which we know today as the Whistler area. Philips, (Myrtle and Alex), began serving tourists in 1910, packing in supplies and people over the old CPR trail to their Rainbow Lodge on Alta Lake. It became a famous PGE station and was very popular right into the 1960s. Nearby lodges of a similar nature also flourished.

The year 1909 finally witnessed the laying of steel northward from Squamish, but it was a false start. The Howe Sound Pemberton Valley and Northern (chartered in 1907), it appeared, was more interested in logging up the Squamish River valley, and by 1913 still had only a dozen miles of track. However, in 1912, the Pacific Great Eastern Railway Company, incorporated that year, acquired the assets of the HSPV&N. Surveys were made, and by 1913 the PGE began pushing a tote road northward, roughly paralleling the railway grade, with grade construction commencing at several "camps" along the road.⁽⁹⁾ Where possible, the tote road simply followed the old trail, but in many places, new and very difficult sections had to be pushed through, and the tote road itself was in many places run over by the advancing rail grade.

The rest is history — the PGE took years to deliver what it had promised. Unscrupulous contractors and management, along with ignorant legislators, combined

to create a provincial deficit that would take years for the people of British Columbia to pay off. The scandal was thoroughly documented, but the investigating committee was powerless to bring those responsible to justice.⁽¹⁰⁾

In 1873 the CPR had estimated the cost of building the 464-mile line from the Yellowhead Pass to Howe Sound at \$39 million; in 1912 the PGE had estimated the cost of building the 422-mile line from Howe Sound to Fort George (Prince George) at \$25 million. In the very difficult Howe Sound-to-Lillooet stretch, the line of the PGE generally followed the same side of the rivers and lakes as the CPR had proposed. The major exception is the 8-mile Daisy Lake-Green Lake section where the CPR would have run on the east side of the valley, although CPR and PGE grades did not vary much. But the similarity ended there. In the interests of a fast transcontinental mainline the CPR had a substantially different standard. In spite of the similar cost estimations, there was a disproportionate difference in the projected rock-work.

1. In the lower Cheakamus Canyon, between miles 52 to 59 on the British Columbia Railway (ex-PGE, 1972), the CPR had planned six crossings of the Cheakamus river with 950 feet of bridging; in this same stretch, eleven tunnels totalling 6370 feet would have been driven. By contrast, BCR crosses the Cheakamus River at mile 56 on one bridge, 253 feet in length, and passes through three tunnels, at miles 53.3, 55.4, and 55.5, of lengths 200, 125, and 111 feet.
2. Between the Cheakamus Canyon and the north end of Green Lake, BCR miles 59 to 81, the CPR would have driven six tunnels of aggregate length 3500 feet; BCR has none there.
3. Between Green Lake and Pemberton, BCR miles 81 to 95, the CPR would have driven four tunnels with a total length of 2750 feet; BCR has none there.
4. Between Pemberton and D'Arcy, BCR miles 95 to 122, the CPR would have had eight tunnels of total length of 2800 feet; BCR has none there.
5. Between D'Arcy and Lillooet, BCR miles 122 to 157, the CPR would have driven sixteen tunnels totalling 7600 feet in length. The BCR originally had two tunnels in this stretch, one at mile 125 of 176 feet, the other at mile 140, of 428 feet in length. The latter tunnel, at Seton Portage, was

abandoned when a much longer tunnel was driven in the 1980s.

In summary, the PGE snaked and twisted its way northward, while the CPR would have bored and blasted as straight a line as possible. Tunnels alone tell the story. Between Squamish and Lillooet the CPR would have had forty-five tunnels of 4-3/8 miles aggregate length, while the PGE drove five tunnels totaling 1/5 of a mile in length.

The railway that reached Lillooet in early 1915 had fragmented the old trail, which was by then no longer needed anyway. Subsequent logging operations along the line made use of more parts of the tote road and trail. When the great Bridge River hydro project was developed after WWII, B.C. Electric utilized parts of the tote road and trail for service roads, and then for the first time since 1913, private wheeled vehicles (4-wheel drive, of course) could once more reach Howe Sound from Pemberton. When the Daisy Lake Dam was built in 1957, its reservoir flooded other sections of road and trail. In that same year highway construction north from Vancouver began, although it would be several years before all weather, all type of vehicle traffic to Pemberton would be possible.

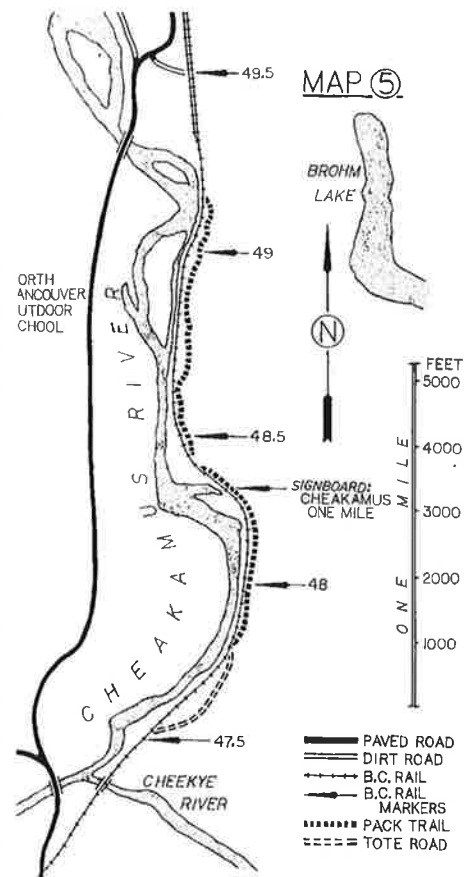
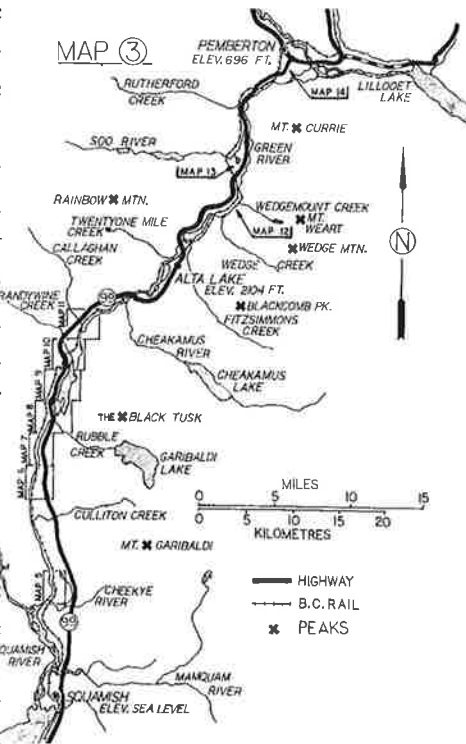
In the 1960s, contractors utilized logging roads and portions of the tote road, and built new sections as Highway 99 was pushed steadily northward towards D'Arcy. At first rough and unpaved, the highway opened up a then-pristine wilderness, only a couple of hours drive away, to outdoor-hungry lower mainlanders. Among them was the author. My first knowledge of the historic trails did not come via an interest in railways, but through vague references to the old trails up and down the valleys casually mentioned in various trail guidebooks. Hours of

searching UBC library listings came up with specific sources listed at the end of this article.

I began to search for traces of the old trails of a century ago. It was not long before I found section after section of trail and tote road. Most hikers would probably find them quite boring, as basically they go nowhere - fragments here and there, generally not very scenic, badly overgrown with brush, and difficult to hike. Only a small fraction of the original mileage remains. However, with history in mind, one can visualize what travel to Alta Lake or Pemberton would have been like in 1893 or 1909. A two to three day trip on foot or horseback is now done in less than three hours by modern auto. Listed below are some of the more interesting pieces of easily accessible trail and tote road with BCR mile posts as reference points: key map 3; with detail maps 5, 6, 9, and 11.

Map 5: One of the best pieces of trail can be found south of Cheakamus Station at mile 50. Walk south on the railway track to mile 49 where the rails run alongside the Cheakamus River. You will see several long rock slides on your left, sweeping down towards the river. Look for a reasonable way up one of the steep slides, and within a 200 foot scramble you will strike a three-foot wide trail graded out of slide rubble and blasted out of bedrock. In other spots from railway level the trail cannot be detected. In wet weather, the climb can be dangerous. Moss and lichen covered rocks become exceedingly slippery, and a few sections of the trail have been wiped out or are brushy. This is the CPR survey trail/cattle trail/pack trail of 1873 to 1912.

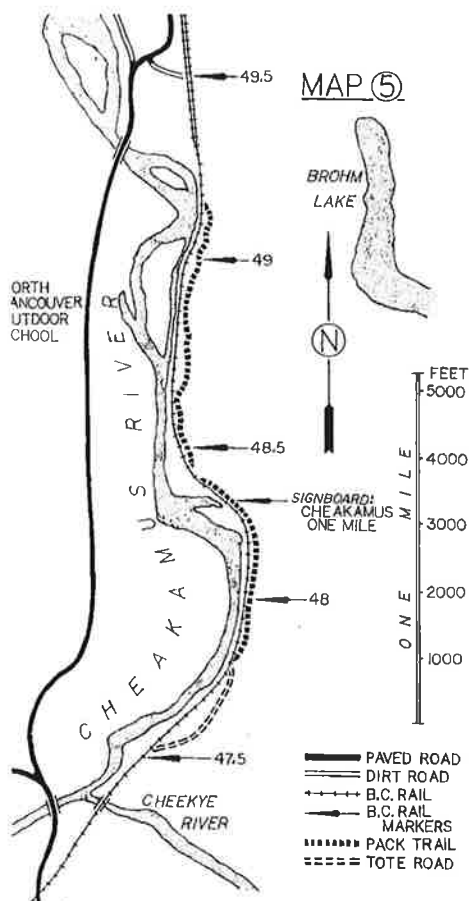
The trail drops to rail grade level at mile 48.5 and



disappears at mile 49(+). The trail was built well up the slides because rubble, in its fall from cliffs above, is self-sorting. There are huge boulders at the base of the slide with very fine material at the top. It was easier for CPR trail cutters to take the higher line, but when PGE tote



road (wagon road) builders came in 1913, clearing a ten-foot wide grade, they had no option but to take the lower



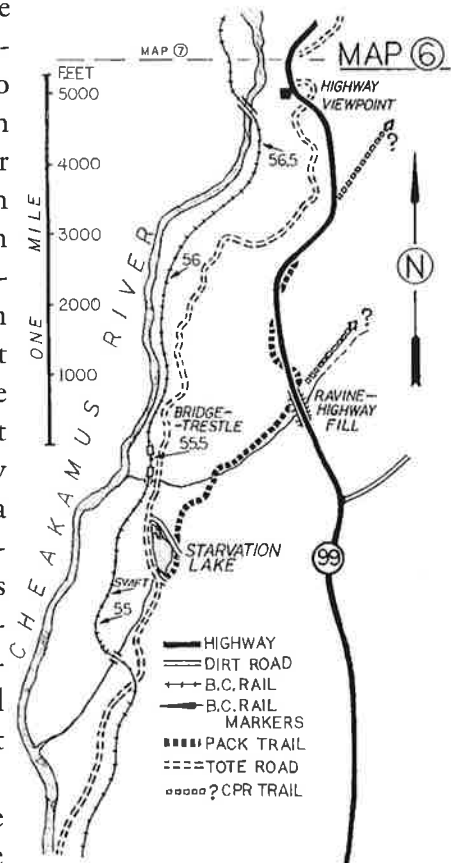
line which would soon become the rail grade anyway. Between mile 47.8 and 48.3, traces of the trail can be found just off the rail grade, weaving in and out of trees and through boulder patches. Between mile 47.5 and 47.7, a fragment of the tote road can be found running on flat ground through heavy forest.

Map 6:

The best remaining section of PGE tote road gets frequent use by rail fans, mountain bikers, and hikers. Upgraded by B.C. Electric in the 1940s, the road is well above the rail grade.

This is the dreaded section known as the Lower Cheakamus Canyon containing the most expensive and difficult pieces of construction on the whole line, where the CPR would have done more than a mile of tunneling. Access to the tote road can be had from either the end of a rough road north from Cheakamus Station, or from Highway 99 just above BCR mile 56.5. At this point on the highway there was once a lookout and parking lot, which was recently barricaded off. However, one can still find parking just off the highway.

The tote road rises from the rail grade at about mile 54.5 to reach Starvation Lake, mile 55.2. Up to here it is certain the tote road was built right over the old trail. From Starvation Lake the trail branches off north-west, and although very difficult to locate at lakeside, it becomes more clearly defined 1000 feet away, where it takes to a



narrow and steep ravine to emerge below Highway 99. Badly overgrown and with short slide sections, it is a fight to ascend this trail. One can only wonder how cattle could

have been driven down these narrow blasted and graded ledges. It is believed CPR trail cutters continued up the ravine, east of the highway, to level off more than 2000

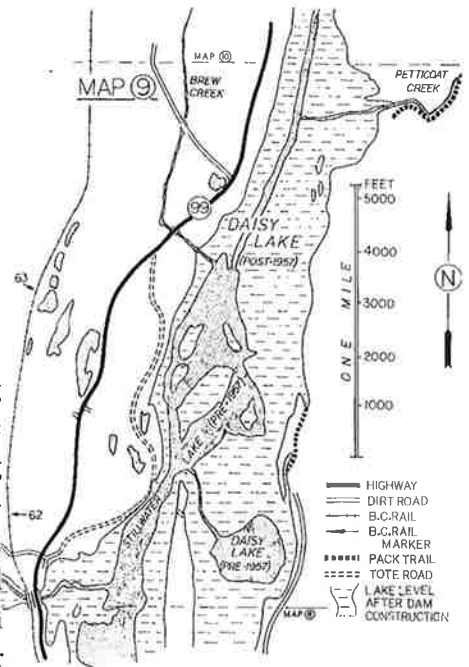


feet above the river however cattle trail builders swung northward, taking a lower line roughly along the same line taken by highway 99.

Northward from Starvation Lake, the tote road takes an even lower line, and it is soon apparent why trail builders avoided this route. At about mile 55.6 the road dips, and the railway grade appears only a few feet below. Here the tote road was partly blasted out of a near-vertical cliff, and is partly supported by timber tied to the cliff to create an 8-foot wide bed. Once past this point builders had to blast several hundred feet of bare, steeply sloping granite faces to make a roadbed. Ground there was determined to be too difficult to work by the ill-equipped trail builders. The tote road continues north, winding upward to converge on Highway 99. More pieces of the tote road can be found east and north from the lookout, but it soon disappears under Highway 99 at about mile 57.3. The section between mile 54 and mile

58 was called "the Skooluks" by MacKay, but was known as "Bear Mountain" by later packers and the brave early travellers.

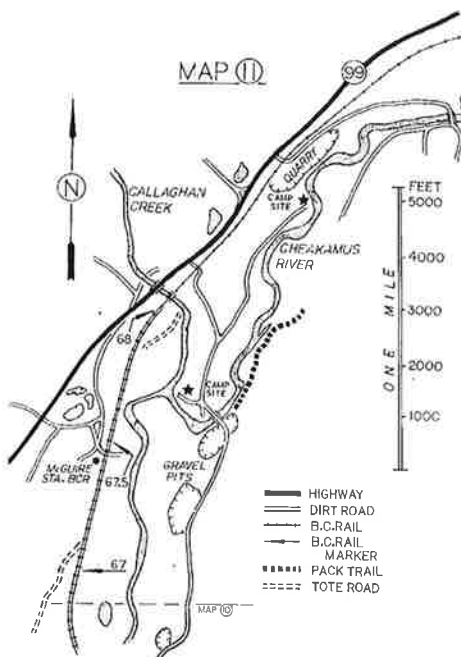
Map 9: Another far more level stretch of tote road exists along the shore of Daisy Lake, opposite BCR mile 62.2 to 63.2. A short stretch of newer road leaves Highway 99 about 3/4 mile north of the Daisy Lake Dam, at the gate to an abandoned B.C. Hydro camp site, and connects with the PGE tote road at lake level. The tote road actually came up from the east side of the valley along original Daisy Lake, and crossed now-flooded Stillwater Lake on a great logjam at that point. When the Daisy Lake Dam was completed in 1957, water backed up to drown both Stillwater and Daisy Lakes and much of the Cheakamus River channel upstream, creating today's Daisy Lake reservoir. Rising up a shallow ravine at lakeshore, the old tote road meanders north around bogs, over



lava flows, and through forest to emerge at Highway 99, which utilized the tote road from that point to as far as Brandywine Falls.

Map 11: A short but very interesting piece of trail, definitely part of the original CPR trail, can be found on the east side of the Cheakamus River opposite BCR mile 68. Leave Highway 99 at the Cal-Chek Forest Service campsite road just north of the Callaghan Creek bridge. One half-mile of good dirt road gets one to a Bailey bridge over the Cheakamus River. Park in the worked-out gravel pit at the south end of the bridge, and beat your way north through second-growth along the bank of the river. Within a few hundred feet the flat ground gives way to mountain side, and just beyond a thick tangle of cedar trees the trail can be located rising steeply away from the river. Carved out of forest soil the trail reaches an ancient bridge of four huge moss-covered logs, spanning a 35-foot gully. The trail then steepens passing

through a rocky defile about 100 feet above the river level. The trail then descends winding its way over rock slides



choked with devils club, finally disappearing in a logging-devastated cut. Only one-half mile in length, this piece of trail emphasizes the difficulties met by both CPR trail cutters and later packers.

Checking out the above trails can take no more than a couple of hours each, and could be an interesting aside for railfans

up that way. Since BCR runs no more than a half-dozen trains per day in daylight hours, one could pick up a bit of history between trains. There are many other short sections of trail and tote road to be found en route to Pemberton, too numerous to describe. As already noted, the PGE tote road from there to D'Arcy generally took the old Harrison wagon road. I made no attempt to search



out the trails along Anderson and Seton Lakes. Driving through trendy Whistler today on the 'Sea to Sky' highway, one can hardly imagine the struggle MacKay, Mayne, and CPR survey crew experienced in their treks more than 125 years ago.

Some additional caption comments on the preceeding photographs are in order and follow here.

1. MP 48.9 on BCR, trail can be seen to the right of the author, Cheakamus River below. February 1992.

2. This scene overlooks Starvation Lake, on Map 6. The trail and tote road reached the lake at lower left, the first pack trail led up and away from the lake at the right centre, while a later improved trail and the tote road cut through the notch at the far left of the picture. March 7, 1992

3. The early pack trail about 2000 feet East of Starvation Lake. March 7, 1992

4. Moss covered log bridge over a ravine still exists on the trail just north of the confluence of Callaghan Creek and the Cheakamus River. March 9, 1992

Photos by the author and son Garth, they were also the models to show how rugged the trail area was.

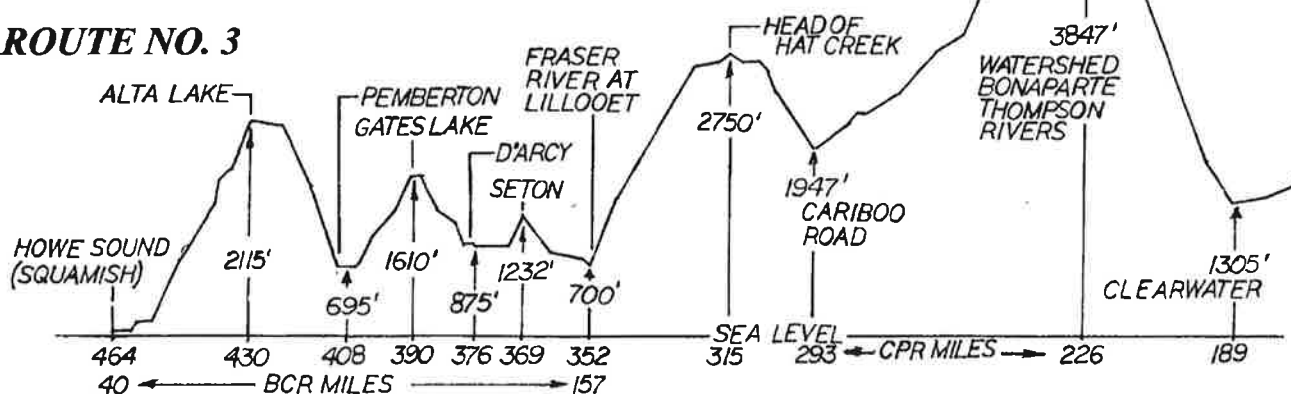


5. At MP 55.7 Extra 4616 South with SD40-2 739 and C-425 803 pull a mixed freight. The old tote road is above the last four chip cars. 12:45 PM March 7th, 1992.

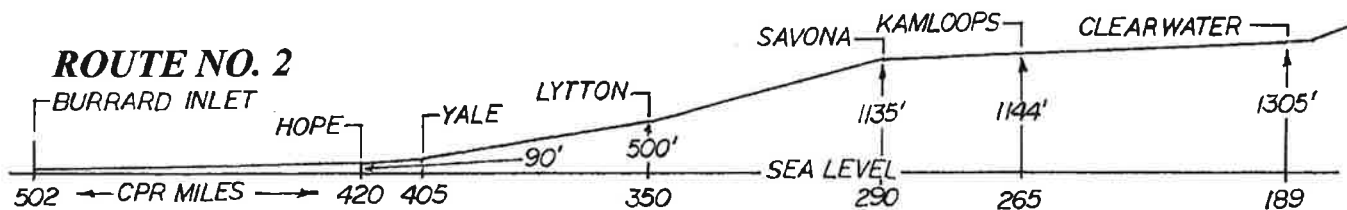
This elevation drawing of the two route surveys done by CPR give a good idea of the terrain between Howe Sound and the Fraser River at Lillooet.

CANADIAN PACIFIC RAILWAY - SURVEYS OF 1873 -

ROUTE NO. 3



ROUTE NO. 2



Before trying to find locations on today's topographical maps you should scan the references listed below. A bewildering variety of names will result in instant confusion. For instance —

Squamish (River) has been called by: MacKay — Iko-whomish, Skowhamish, Skow-komish, Skouhomish, Sko-whomish (these variations are likely due to the British publishers deciphering of hand-written reports); 1860 map — Kowhomish; Mayne — Squamisht; Public Works — Quamish.

Cheakamus (River) has been called by: MacKay — Sickamish, Scakamish, Siakamish, and Skakomish (see above note); Mayne — Tsearkamisht; Public Works — Tchiarkemish, Chehakamus, Chickamus, and Cheakimus; BCMines — Cheakamous; 1915 map — Tcharkamist.

Culliton Creek has been called: Minatch River, Cache Creek, and Swift Creek.

Soo River has been called: west branch Stchawhan River, Cliff River, Little Squamish River, and 8-Mile Creek. Rutherford Creek has been called: Flameeho River, Tlameehoo River, Ischwham River, 6-Mile Creek, and Tachawhame River.

References: UBC Library call numbers given, except for item (6)

(1) Canadian Pacific Railway, reports and surveys, 1874 to 1880,

Fleming; UBC (libraries) HE 2810 C26 F5/F58

(2) History of the Northwest Coast, 1878, Anderson;
UBC HR F 5810.1 A2

(3) British Parliamentary Papers, Colonies Canada, 1860, MacKay;

UBC F 5067 175 U55 V.23

(4) Journal of the Royal Geographic Society, V. XXXI, 1861,

Mayne; UBC G1R94 V.31

(5) Four Years in British Columbia and Vancouver Island, 1862,

Mayne; UBC FC 3817 M38 1862

(6) A letter to Helmcken, 1871, Jamieson; British Columbia

Archives and Records Service, Victoria, B.C., file 832A

(7) British Columbia, Report of Public Works, years 1873 to 1905;

UBC TA 27 B7, and UBC HR J110 L5

(8) PGE: Railway to the North, 1962, Ramsey; UBC HE 2810 P2 R3

(9) British Columbia, Report of the Minister of Mines, 1913;

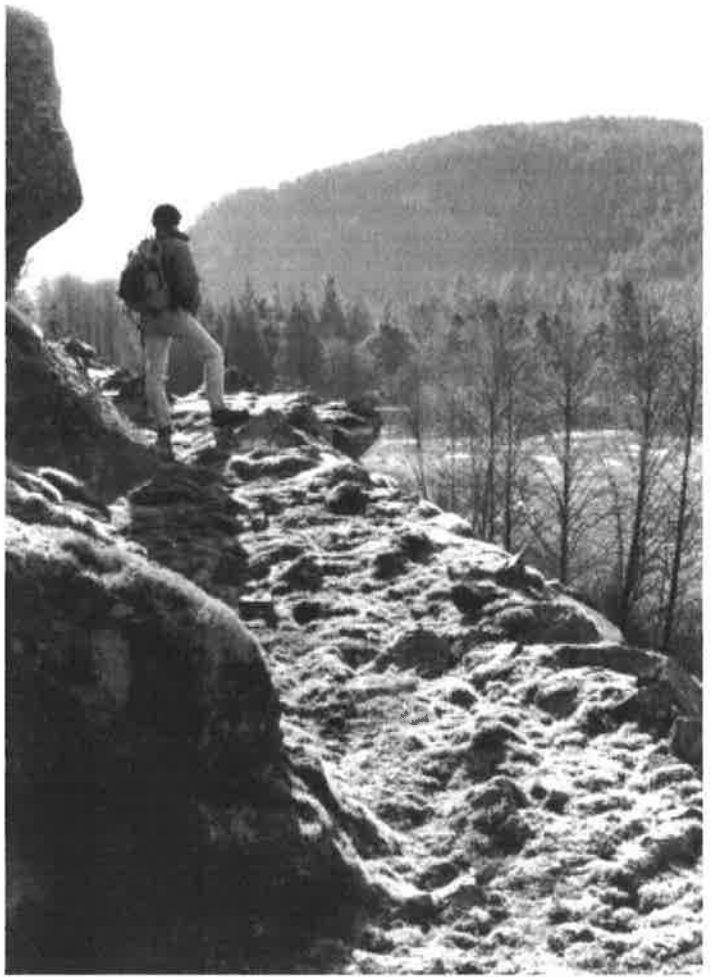
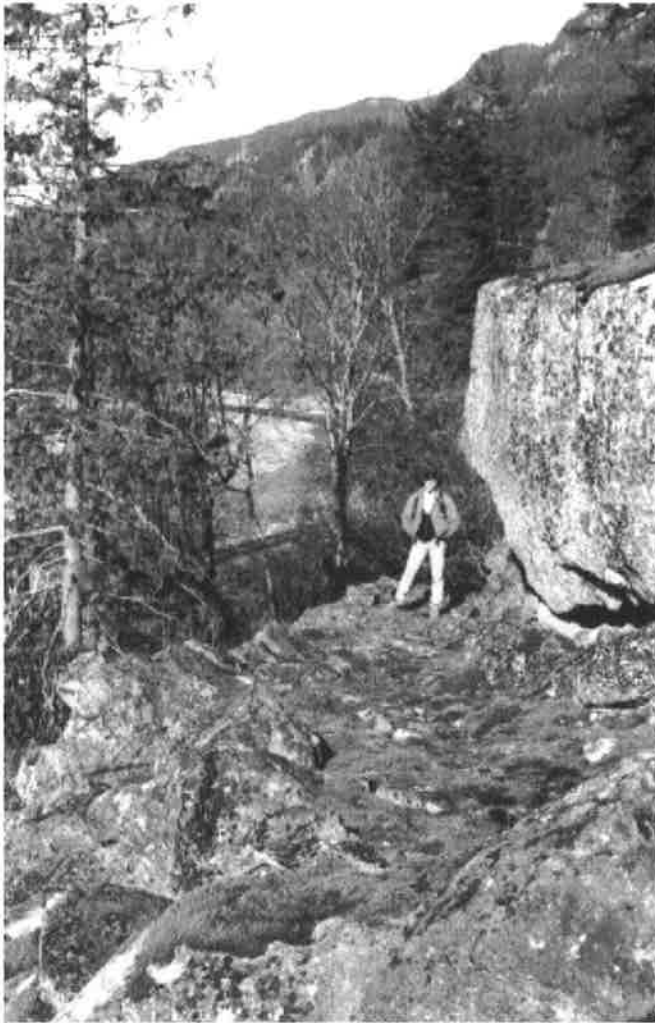
UBC TN 27 B7

(10) British Columbia, Committee on Pacific Great Eastern Railway

Co., 1917, UBC HE 2810 P2 B7



A cairn commemorating the Lillooet Trail was unveiled in North Vancouver in 1952 near the intersection of Keith Rd. and Old Lillooet Rd. The inscription reads "LILLOOET TRAIL" terminal site of the trail from Lillooet Country to Burrard Inlet - under construction from 1873 to 1877 - used in a cattle drive in 1877 by Robert Carson and Richard Hoey - the trail was abandoned because of the difficulties of travel over the mountains to Howe Sound.



These three photos show the section of the pack trail between MP 48.5 and 49 along side the Cheakamus River. The present day BC Rail trackage along the river shows in two of these pictures.

The presance of Eric or his son Garth in many of these pictures gives a scale to many of the sourounding objects and a sence of magnitude to the job done a century or more ago by the surveyors and trail builders.

Our thanks to Andy Barber for the initial editing that led to this condensed version of Eric's story as it applies to the Pacific Great Eastern Railway and the present BC Rail.

I am sure this little known part of B.C. history will be enjoyed by all our members. ed.

Modelling an Alco RS-27

as leased by BCR

By Paul J. Crozier Smith

This was one of those projects that I had hoped to do sometime in the future, until Tiger Valley Models came out with an HO kit.

The RS-27 (Alco Specification DL-640) was a rather strange looking unit as it had a very stubby short hood by Alco/MLW standards. There were only 27 of these 2400 hp 16 cylinder 251B engined units ever built. The

two that came to British Columbia Railway in June 1973 were originally built as Alco demonstrators 640-2 and 640-3 and were subsequently sold to Union Pacific and re-numbered

675 and 676. UP later traded them in on new power and they became lease units for Alco. When Alco shut-down operations, the company's assets were transferred to MLW which was the Canadian subsidiary of Alco.

MLW dispatched them in 1973 to cover for delays in getting the order of M-420s to BCR. Both these engines were painted in what appears to be Roberval & Saguenay maroon and aluminum paint (see page 126 and 127 of Don Lewis' **Rail Canada Volume 5**) and may have been destined for R&S before coming to BCR or that just may have been the MLW choice of colour scheme I do not know the answer to this. These units remained with BCR until January 1975 when they left and went east to the Devco Railway in Nova Scotia. They worked out the rest of their lives for the steel maker before being retired and scrapped in 1984.

The first thing apparent about the Tiger Valley kit was that when complete she would be a puller. Most parts are cast in white metal and thus heavy. It is my estimate that my completed model weighs about a pound to a pound and a half.

The assembly of the running gear, frame, motor and drive is as per the instructions. I might add that

the instructions are well written. Paint the trucks and frame black. Then set aside until assembly with the body is needed.

The body is where the fun(?) begins. There is considerable filing required to get rid of the casting flash.

The next thing is to get any lighting wired in before applying the body to the frame. I was modelling 676 which needed the following grilles added. This was the most difficult part for me: to cut the holes for the four sets of filter grilles on the four rear doors on the engineman's side of the locomotive.

The 675 had these grilles on both sides. These filter grilles were added some time after these units were delivered to UP. If you can find thin filter grilles it would help or, if you can cast your own, even better. I created mine with brass wire mesh but had real difficulty getting them flush to the doors. The next change was to add a box like structure to the back of the cab on the brakeman's side. I used basswood for this but styrene or other plastic material would work. You will need to add a radio antenna to the roof at the centreline



and move the whistle to just ahead of the radiator fan on the engineman's side.

Also, you will need to cover over the front half of



the rear carbody filter near the roofline on the engineer's side. Once this is done you can paint the body Maroon and Aluminum. A note here about the paint scheme, these units were painted by MLW in a R&S

scheme. The Aluminum paint is another difficult part of things as it tends to blotch as it is sprayed, caution is needed. Once the paint is dry you can then mount the body on the frame or wait until all the detail is on. The choice is yours though I think it is better to put the details on after.

Now you can apply the pilots and steps. At this time you are ready for the smaller details. Drill the appropriate holes and apply the grabirons in the various locations; short hood, end of the long hood and behind the cab on the brakeman's side as per the instructions. Lift rings are applied to the corners of the roof hatch. I then added the handrail stanchions on the sides of the model and then the handrails. The end handrail stanchions are next but these required a little reworking. The ones that come with the kit form a sort of a "Y" on either side of the dropstep. I cut off

one arm of the "Y" and then used four Kemtron brass Alco RS stanchions bending them 90 degrees at their mid point. I then affixed the altered stanchions to the originals to form an upside down lower case "h" (see front and rear shots of the locomotive). I then attached the stanchions and then the handrails to both ends. I then attached the brake and MU hoses, coupler pin lift bars and the like detail. Then add four MU stands (Detail Associates #1506) one on either side of the drop step on each end. Finally, I added a five chime Nathan horn to the roof near the radiator fan (see pictures).

Now finalize the painting and touch up any scrapes or scratches to the paint. The handrails, stanchions, MU gear and footboards are Yellow. I used CN yellow, though I am not sure this was actually correct, reefer yellow might be better. These locomotives were rather dirty while they were on BCR and it is hard to tell the shade of Yellow from my pictures. The model is now ready for application of decals. The number boards



had the usual white numbers on black background. There was a large maroon road number under the rear headlight. Yellow numbers are applied below the aluminum stripe on the cab side. The herald on the aluminum stripe was a Maroon double box with the letters "MLW" within. The letters were applied with a perspective from the large "M" to the small "W". I found that I was going to have to create decals for this locomotive. I found numberboard numbers from other decal sheets and the Yellow cab numbers I made by getting a sheet of Letraset Helvetica Bold in Yellow. I applied these to a sheet of Walthers decal paper then applied decal film over them.



REFLECTIONS ON MY TRIP TO THE JOINT CONVENTION

By Richard Sutcliffe
Photos by Brad Dunlop

Wednesday, August 11th 1999, 5:30 am...what a ridiculous hour to be getting on the road. Actually not too bad, less than 45 minutes from Maple Ridge to West Vancouver. Stash the van in secure underground parking, throw the suitcase and camera bag in the back of Brad's pickup and squeeze into the jump seat - hey guys - I'm the old one here, what happened to respect for your elders? 7:00 am, drizzly, where do we check the baggage? OK that's done, now where's the group, are we all sitting together? Wow, great...these Budd cars sure don't look 50 years old, but this one is, Tim says so and he should know.

Is that the Westcoast Terminals? Boy it looks big from this close, and that was the Capilano River. With the Lions Gate bridge behind us, we're on our



way and only a couple of minutes late...Gee all those people out walking this early - oh! it's almost 8:00 am, hey, I'm getting hungry. Mmm bacon or sausage, scrambled or ?, hash browns, COFFEE, juice, toast, hey - it's dark outside. Those poor folks are just going for a boat ride, we are riding the train!

That's Britannia Beach, hey do you remember the CN Steamship *Prince George* - burned up right over there. This is Squamish, there's the main drag, or was before everyone started moving to the highway to Whistler. Look, see the FB unit over there, that's the spur into the railway museum, they're going to restore it to CP Tuscan and Grey - the FB unit that is. Sure is a lot of good work being done there.

Hey why are we stopping here, Brackendale, look there's the Fitzpatrick's. How about that, two

houses from the train. Look at that water move, how did they find a place for the train through here? Brandywine, guess all the good views aren't from the train. This is Alta Lake. I thought they had moved the tracks from where they were in the forties, but this looks almost like it when we stayed at the lodge. The other side of the lake sure is different though. Coffee again, great.

So this is/was Pemberton. Are/were those the helper set on the siding? We're picking up passengers at Mt. Currie for a day's shopping in Lillooet. A refill? yes please. Did you see the cannon and the bison? We can see the other end of the train as we wind along Anderson Lake, look at the size of some of those slides. That's where they floated out those M 630/C425 some-things. I can see how the lake shore drops off.

You came here from Australia for the convention? You must be from Murwillumbah - that's were the nuts are isn't it? Hi Murray. Look at the water in the creek, almost overflowing and it is August. Seton Lake has the neatest color, and there's the end of the train again, sure does wind along here. I see they are starting to take the kinks out, the tunnel here sure does away with a sharp curve.



Look at the size of those penstocks, they must be at least 10 feet in diameter! I guess they need that much water to turn those turbines at Shalath. One doesn't

realize the size of the infrastructure needed to run the coffee maker at home.

Well, here we are in Lillooet, a chance to get out and stretch our legs, "stay off the tracks" hey, we're rail fans - we know about safety around trains don't we? Look out Brian, those Budd cars are coming back. Wonder why they took off the lead units, instead of leaving the trailing ones? Makes a good runby though - thanks BC Rail. We have time for a



group photo? Good, let's put Murray on the left, then Tim and Peter Owen, I'll try and hide behind Graham. We'll let the Goodalls in the picture because it is a joint convention after all. Who knows, after this weekend they may want to join the PGE/BCR SIG as well as the CN SIG.

Look closely, below the highway, you can still see the remains of the original grade across the river.

So this is the mighty Fraser, looks like the fishers could throw their nets right across here. Seem to be having lots of luck too.

What an incredible sight as you rise up the valley wall and the full extent of the Fraser's erosion comes into sight. And there is that German tourist stop. Those look like PD hoppers, oh, they load lime out of here in them. You never know where you are going to find a modelable industry. Hi Graham, so you're planning to model PGE in



N scale, after you finish climbing all the rocks around here, eh. Wow, the view is even better here at Moran,



must be 2000 feet down to the river from here - watch it Murray, there is another clump of trees for your picture. I thought Kelly Lake was more than a picnic shelter.

Ah, another chance to stretch our legs, the Clinton station is one of the original ones is it? This area is like going across the prairies, except for that rock with the tv antenna. Now we are stopping for water, hey, now we are backing up to fill the helper. Sorry, that was a flash back, they are just letting the passengers off at the grade crossing. So this is 100 Mile! Pretty little town, good place to get pictures of the train up by



the road, have to checkout the gallery and gift shop too, nice stuff, and not too much from offshore either.

Are we getting near the coast again? With the rain makes it seems like it, especially with the water of the Lac. I thought there was more to it, looks like just a few places over by the highway. Well it is nice and snug in the train, with more coffee and those big cookies. Aha, Williams Lake, now we are getting into the trains, saw and pulp mills. Come on, keep those cameras going, lots of modelling ideas here too. Who said there is a fibre shortage, look at those piles of logs.



That dinner choice is good, mmm let's see, this is cattle country so I'll have the steak - medium, please. Mmm, excellent, how do they do that in a two by four galley. This is a funny place to stop, no ground on either side, and the tree tops are way down there. Now the river looks like it can be navigated again, I wonder if Soda Creek could get the tourists in with a paddle wheeler on the river. Alexandria? Are we going the wrong way? More trains and mills, oh, we can't get off - running late, engineman Stavis is trying to make up some time, bye Quesnel. We're starting to lose the light,



but here comes another big bridge, what the heck, these camcorders can take pictures in the dark, no wonder the PGE stopped for a deep breath here.

Lots of lights, more trains and here we are, Prince George. That drizzle sure isn't nice, and it is cold too, This is August! How do we get to the college. Good, a bus taxi and the fare is only five bucks. Room 106, thanks. Hey, there is some one in that room. OK room 208 for two nights and room 220 for the other two, hey I'm easy. As long as the beds are comfortable and the showers work. Now to get registered, no, a

nights sleep and then in the morning. Boy it sure is great to be an attendee and not on the committee for a change!



The PG Rails '99 Convention Committee from left to right; Tim Horton, Roy Smith, Laszlo Dora, Al Lill, Brian Clogg, Russ Watson and Any Barber



Russ Watson, Tim Horton, Al Lill and the rest of the PG Rails '99 banquet attendees listen to the furthest traveled delegate, Mr. Murray Stone talk about his great "walkabout" (Murray is from Australia) that brought him to the convention.



A group photo of all the contest winners from the convention.

In May 1974 I hired onto the British Columbia Railway for my sixth time, but first as a Brakeman. A month later I was the successful incumbent to a TV (temporary vacancy) on the Pemberton wayfreight. Impossible as it sounds I had one of the plum jobs on the entire road with one month seniority!

We had spare board Enginemen for the first month I was on and that produced a memory I will never forget. Our little southbound Pemberton wayfreight had five locomotives including C-420 number 631 on the point, two RS-10s and two RS-3s and about 40 cars including a "live outfit gang". The combination of the locomotive consist with no Dynamic Brakes and a spare board Engineer who had spent most of his career with CN highballing on the Prairies proved to be very interesting on the south slope of the "Birken hill".

Our tail-end brakeman moved his chair to the back porch of the Caboose and was counting the fires we had started. He was trying to not pay too much attention to the rising cloud of blue smoke generated from the trains brake shoes but that was a difficult task. As for me I kept looking at the Engineman and couldn't help but notice the beads of sweat on the tips of his close cropped jet white hair. I was not sure whether to "pull the plug" (dynamite the train air supply) or not. I decided to ride it out and fortunately we did make it to our destination in one piece. Fate was on our side that day but it will definitely be a day I will never forget!

Brad Dunlop



The last remaining steam era water tank on BC Rail at Lone Butte. The water tank and speeder shed from the Lone Butte section gang are now part of a historical display. Tim Horton reports that the railway has requested the buildings be moved farther away from the mainline, fearing the worst results in the event of a derailment.



Still wearing the Great Canadian Railtour Company paint scheme and her original Santa Fe number the 7498 was one of the locomotives on display at PG Rails '99. This unit was part of a lease arrangement of GE B36-7s and was one of 16 units purchased outright in November 1996. Most were then renumbered in the 3600 series. BC Rail left her in this paint scheme as they thought the Rocky Mountaineer folks would want to lease her again but that was not to be.



Number 626, RS18u or CRS20, depending on your preference had its doors left open to allow the delegates to get an inside view. This is another example of the terrific treatment we received from BC Rail. If there was something in particular that you wanted to know about any of the units on display the staff on duty were happy to answer any questions.



In this close-up view of the rear pilot of the 626 we can see the arrangement for carrying extra coupler knuckles. They do not look like much when compared to the magnitude of the locomotive but I can personally attest that they weigh enough. One only needs to carry one of these knuckles on the side of a grade for 20 or 30 cars once to know what I mean.



The BC Rail personnel had everything on display for the convention delegates as is evident here by the Prince George Shops Trackmobile. This unit was spotted to the west of the diesel shop, just across the road.
all photos and captions on this page by Brad Dunlop

MOTIVE POWER NEWS

by J, Paul Crozier Smith

BC Rail B36-7 7472 was released September 24th, renumbered and repainted 3609. It is expected that the next B36-7 for rebuild will be 7484. B36-7 3613 was due to be released November 19th from her wreck repairs.

RS-18u 620 that was involved in a mishap on September 3rd has been chosen over 621 for the "Belt-Pak". This is due to 620 being in the shops anyway for repair, she was due out for testing in November.

RS18u 622 was involved in yet another yard accident. She collided with a string of cars at 12mph in Fort St. John yard. This resulted in collapsed draft gear pockets on both ends, unit is due to be out shopped November 15th

BC Rail has leased six units from Helm for the winter. So far HLCX SD40u 6077, SD45m 6512, 6522 and 6525 have arrived as of October 14th. The 6298, a SD40-2 was delivered Oct 20th. There is one more SD40-2 coming, she is the 6229 and is rumoured to be in Boise, Id. Current stored serviceable units in November are;

At Prince George- M420s 641, 644, B36-7s 7484, 7488, 7489 & 7498.

At Squamish- RDC-1, BC-11, and M-420 647, also at Squamish unseviceable is M-420 646 with wheel problems.

BC Rail has found three used GE Dash 9-39B's or Dash 8-40B's to purchase. It is not known at this time where they are coming from, but they will be numbered 3904, 3905 and 3906.


BC Rail has placed an order for ten GE Dash 9-44CW's. Two are to be delivered at the end of August with the other eight to be delivered in September.

In the meantime BC Rail will lease eight to ten more Helm SD40u/40-2 in April for the rest of the year. The six that are presently on line have had their lease extended to the end of the year.

There is an ongoing debate regarding the classification of locomotives these days. The traditional rule of thumb has been to identify the locomotive by the frame. So while I refer to a rebuilt RS-18

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as an RS-18u, with the u standing for up-graded, others will refer to it as an CRS-20. CRS-20 being the designation that BC Rail gave the rebuilt RS-18s. The C comes from the new Caterpillar prime mover, the RS from the original road switcher designation and the 2000 refers to the horsepower rating. Doug Cummings, Editor of the Extra 2200 South, has thrown his hands in the air and said that you can call them whatever you want.

Another example of confusion is the M-420. The builders plate has M-420 on it, not M-420w as it is often referred as. The w of course stands for wide-nose cab but since this was the only way these units were built I will refer to them as M-420 and as Mr. Cummings says you can call them what you want.

Members wishing to E-mail data to Paul can use this address
pjcrozier-smith@home.com

Overheard on the radio circa 1975

Extra South to Dispatcher: "We will be requiring rest at Fountain."

Dispatcher: "Can't you take her to Lillooet? It's not that far you know."

Extra South: "By the way, we're on the ground at Fountain!"



PNR 2001: An Okanagan Rail Odyssey

Plan now to attend the PNR/NMRA regional convention August 9th to 12th 2001 in Kelowna, BC. This convention will take place at the North Campus of the Okanagan University College (OUC). The Okanagan Railway Group are the host club with the assistance of other area clubs.

With over 17,000 square feet at our disposal this will be the biggest railway theme convention held in BC next year. We have space for 300 delegates with very attractively priced accommodation available on Campus. You will not be able to spend a summer vacation in the sunny Okanagan for this price again!

There will be guided tours available including layout and prototypical and non-rail events as well. We have some very special events planned. Come see the best the interior of BC has to offer. Registration forms will be distributed in future issues of the Cariboo.

For more information
contact Convention Chairman
John Schlosser
Suite 220 - 2000 Spall Road,
Kelowna, BC, Canada, V1Y 9P6
or e-mail [cwg@direct.ca](mailto:cwdg@direct.ca)

PRODUCTS OF INTEREST

by Brad C. Dunlop

Recently, there had not been a plethora of products to include in this space. However, there is certainly no shortage of items to include in this issue of the Cariboo. We have models in several different scales including N, HO and S. Should you be looking for some travel ideas, you can have your pick of several good choices. Throw in the Mileboards book and a product review on one of the many Thrall-Door boxcars that are suddenly available and you have plenty of new ways to part with your money!

One of the new releases from Stewart is a definite maybe since the trucks are not correct for PGE/BCR. Where the maybe comes in is that the good folks at Stewart are considering producing a Dofasco truck that would be correct. Another benefit of a Dofasco truck would include the possibility of Stewart producing a model of the M630 and I'm sure most of our members would appreciate how significant of a model that would be for us. I have offered the resources of our SIG to Stewart Hobbies to assist the furthering of both of these projects but only time, aided and abetted by a strong show of interest from our membership, will tell the outcome.

The HO scale Kato SD40-2 "Snoot nose" has been advertised as having a February release date but my sources say that is now an April date. I would imagine the N scale SD40-2 "Snoot nose" release dates will vary accordingly. I know this will not be a perfect model for BCR out-of-the-box but never the less I feel it's an important enough one that I plan on purchasing a couple of them regardless.

The Products

Stewart Hobbies, Inc.

140 New Britain Blvd., Chalfont, PA 18914-1832 USA. Stewart Hobbies have released a HO scale model of the low nose Alco Century 630 or C-630. Cat number 6300, Undecorated single sand filler would be the appropriate body-style for the PGE/BCR roadnumbers 701 to 704 which were delivered in July of 1969. The Trimount trucks currently available on the model are

incorrect for the PGE/BCR units, however. Built by MLW to Alco C-630 design they were delivered with what would become the MLW standard, Dofasco trucks. If you can live with that then the rest of the model should live up to the good reputation Stewart Hobbies have garnered with their recently released models such as the Alco C-628.

MSRP is \$135.00 USD ea.

Kato U.S.A., Inc. 100 Remington Road, Schaumburg, IL 60173, USA. Website: www.katousa.com Kato have announced the release of a HO and N scale model of the EMD SD40-2 "Snoot Nose". Cat numbers 37-2903 and 37-2904 are HO scale and Cat. Number 176-4903 and 176-4904 are N scale locomotives decorated for the British Columbia Railway two-tone green "Lightning-bolt scheme" with the roadnumbers being 751 and 756 respectively. The series of SD40-2 these numbers are from are the 751 to 762 which were delivered to the railway September of 1980. BCR received another shipment of "Snoot nosed" SD40-2's, roadnumbers 763 to 767, in February of 1985. Of course there will be several discrepancies between the model and prototype for the BCR since the model is based on the American-built EMD version and BCR owned the Canadian-built GMD version.

MSRP for the units

HO scale model is \$129.98 USD

N scale model \$99.98 USD ea..

Canadian Hobbycraft, 140 Applewood Crescent, Concord, ON, Canada, L4K 4E2. Canadian Hobbycraft, the exclusive Life-Like/Proto 1000/2000 distributors in Canada have released the Proto 2000 53'-6" Flat Car, custom decorated for both the Pacific Great Eastern and British Columbia Railway. The Catalogue No. and reporting marks/roadnumbers are as follows; #101432 - PGE 1220, #101433 - PGE 1221, #101434 - PGE 1230, #101435 - PGE 1236, #101436 - BCR 1240, #101437 - BCR 1239, #101438 - BCR 1250 and #101439 - BCR 1255. An in-depth review, including photo's, for this model and its prototype will appear in the next edition of the Cariboo.

MSRP is Approx. \$ 19 CDN ea.

Atlas Model railroad Co., 603 Sweetland Avenue, Hillside, NJ 07205,

USA website: www.atlasrr.com Atlas have released an HO scale model of an insulated 23,500 gallon Tank Car featuring brake line plumbing, scale handrails, tank fittings, safety placards, Accumate couplers and 100-ton roller-bearing trucks. Roadnames include Undecorated Cat. #1620, GAF Corporation 83122 & 83124 Cat. #1621-1 & 2, Honeymead 89154 & 89155 Cat. #1622-1 & 2, Amoco 84018 & 84021 Cat. #1623-1 & 2, Mobil 84018 & 84021 Cat. #1624-1 & 2, Reilly Industries 84612 & 84617 Cat. #1625-1 & 2 and Republic Car Line 237103 & 237110 Cat. #1626-1 & 2. Examples of this type of car have been regular visitors to BC Rail.

MSRP \$18.95 USD ea. Undec.

or \$19.95 USD ea. Decorated

The Atlas Classic line have released an undecorated version of the N scale RS-3, Cat. #42000. "Features include: Directional lighting, Dual flywheels, Separate handrails, A five-pole skewed armature motor for super quiet performance, Full pilots with body mounted couplers, Blackened metal wheels and a Low friction drive." This model could be kit-bashed to an accurate PGE/BCR model with some work.

MSRP \$69.99 USD ea.

William K. Walthers, 5601 W. Florist Ave., Milwaukee, WI 53218, USA. Website: www.walthers.com Walthers have released HO scale 56' Thrall-Door Box Cars decorated in several schemes of interest to BCR modelers. The cars are ready to run with separate ladders, door latch bars, door release handles and wire grabirons and Walthers claim it "rides at prototype height and comes with free-rolling trucks and working knuckle couplers." Roadnames include Weyerhaeuser Cat. #932-7001 or #932-27001 for the two-pack, Canfor Ltd. Cat. #932-7007 or #932-27007 for the two-pack and Undecorated Cat. #932-7000.

MSRP \$15.98 USD ea. Two-pack (two roadnumbers) for \$29.98 USD

Life-Like Products, 1600 Union Ave., Baltimore, MD 21211, USA website: www.lifelikeproducts.com Life-Likes Proto 1000 series have re-released the old HO scale Life-Like 60' Thrall-Door Box Car. See the Product Review section for more information on this car.

MSRP \$12.00 USD

Red Caboose of Colorado, P.O. Box 250, Mead, CO 80542, USA, Ph: 970-535-4601, Fax: 970-535-4251, Website: www.red-caboose.com Red Caboose have announced an N scale version of the Thrall-Door Box Car. Roadnames include Cat # 17400 – Undecorated and 17401 – Weyerhaeuser.

MSRP \$TBA

Pennsylvania Heritage Models, Ltd., RD 4, Box 139, Birdsboro, PA 19508, USA. Ph 1-800-238-0072 website: www.paheritagemodels.com PHM have announced an S scale Budd RDC. "This model is the first S gauge RDC ever produced for Hirail use Available with either Hirail or scale wheels. The base unit is supplied with either knuckle or Kadee couplers installed. The drive is under floor with 8 wheel drive and power pickup. A full interior lighting package is also included with reversing headlights and taillights. Roadnames are: B&O, Reading, Pennsylvania Reading Seashore Lines, B&M (Minuteman and "B&M" ends), New Haven, Budd Demonstrator, Jersey Central Lines, painted with no decorations Optional AC reverse unit (Dallee Electronics) can be factory installed"

MSRP \$299.95 USD plus \$49.95 USD for AC reverse option (if required) plus \$8.00 USD S & H, PA residents add 6% Sales Tax.

SoundTraxx, 463 Turner Drive, Suite 104A, Durango, CO 81301 USA, Ph: 970-259-0690 · Fax: 970-259-0691 Website: www.soundtraxx.com SoundTraxx now offer ALCO sounds for their DCC Sound Systems including one to five chime horn selection. Pricing for this type of equipment is anything but straight forward and therefore will not be included in this space.

LPD Publishing, 11035 Pretty Rd., Winfield, B.C., Canada V4V 1H6 Ph: 250-766-0699.

Website: www.lpdpub.bc.ca Has released their first Diesel Data Book for CN diesels 1967-73. 178 pages plus covers, spiral bound, laminated covers.

MSRP \$ 24.95 plus GST or HST at your dealer or direct with \$ 5.00 S&H + GST

Next in Print from LPD is a new

Rail Canada mini series. The first release will be 2.1 PGE / BCR diesels to 1980 52 pgs.

Diversions, 14422 - 88th Ave., Surrey, BC, V3S 2R9, Ph/Fax: 604-930-2120

E-mail: kknox1@home.com Kevin Knox of Diversions has released an HO scale decal set comprising of three Diesel Fuel Service Tank Cars reprinted in issue #36 of the Cariboo. PGE 1921, PGE 1924 and PGE 1929 pictured on page 38 of issue #36 are the cars featured in this decal set.

MSRP \$8.50 CDN per set.

Kevin has also released an HO scale Mountain Pine decal set covering five roadnumbers including MRCX 100, 102, 107, 113 and 129. Each decal set will be sufficient to do any one of the listed roadnumbers. Kevin would like to thank PGE/BCR SIG members Andy Barber and Mike Jackson for their contributions, without which these decals could not have been produced.

MSRP \$8.50 CDN per set.

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

Andy Wegmuller has released a new book on the BC Rail right of way entitled Mileboards of The British Columbia Railway. The 78-page cirlox bound book covers all bridges, tunnels, sidings and stations along the railway both past and present. All subdivisions and branch lines are covered and the book comes complete with 15 colour pictures and a route map.

MSRP \$19.80 CDN plus \$3.20 CDN which covers two books worth of S & H or

\$14.00 USD plus \$4.00 USD which covers two books worth of S & H

The Product Reviews

Life-Like has produced a run of Proto 1000 60 foot All Thrall Door box-cars. These cars are of note for BC Rail modellers as they come decorated for the following companies; Lignum Cat. #433-101209-x, Canfor Red and White Scheme Cat. #433-89052-x, Canfor Yellow Scheme Cat. #433-89033-x, Canfor Red and Yellow Scheme Cat. #433-1015-x, MacMillan-Blodel Red and White Scheme

Cat. #433-89062, Rayonier Canada (A&P Lumber products) Cat. #433-890-x and BC Hydro Railway Cat. #433-890-x. They come equipped with Proto 2000 couplers and excellent rolling Proto 2000 trucks. The bodies are of one piece cast construction. The paint jobs are good with excellent detail. Though there have been errors with past runs of Life-Like cars, the examples I have seen to be okay. There are 12 different roadnumbers available, which easily allows you to have more than one on your layout right out of the box. Indeed these cars are worth having on your BC Rail layout.

The Special Rail Tour Section

Trains Unlimited Tours, P.O. Box 1997, Portola, CA 96122, USA. Ph. 530-836-1745 or 1-800-359-4870 (USA) or 1-800-752-1836 (Canada), fax 530-836-1748 Website: www.trainsunltdtours.com Trains Unlimited are once again offering a "Cariboo Steam Special" on May 27th to 29th, 2000. BC Rails 2-8-0 number 3716 will be the power for this three-day tour which will run from North Vancouver to Lillooet on the 27th, Lillooet to Kelly Lake and return on the 28th and Lillooet to North Vancouver on the 29th.

Priced at \$465 USD per person, based on double occupancy, for the all-inclusive three-day tour with a \$70 USD supplement surcharge for a single (limited number of singles remaining). One-day trip for any of the three days is \$145 USD.

Ed note: Members of the PGE/BCR SIG will receive information via an insert with this issue regarding a special member discount. Membership has its privileges!

West Coast Rail Tours (a division of the West Coast Railway Association), Ph. Sylvia at 604-524-1011 or 1-800-722-1233. Website: www.wcra.org are now booking their Year 2000 tours. There are too many to list then all in this space so I would highly recommend you look at their website. I will mention tours on BC Rail only in chronological order as space permits.

April 19th and April 26th WCRA receives travel agent commissions from BC Rail if you book through them for one of BC Rail's "Steam Adventure to the Cariboo" four day/three night tours behind

number 3716 with overnights at Whistler, 100 Mile House and Lillooet. Price is \$1185 CDN per person based on double occupancy.

May 13th through May 21st Northern Wilderness "Back Country" Tour. Charter Budd car trip goes to places not usually visited including Fort St. James and Tumbler Ridge. Price of \$2495 CDN includes all transportation, accommodation, attractions and almost all meals.

June 3rd, Royal Hudson, Hope Special, a special one-day charter over CN track to Hope, B.C. WCRA says "A rare chance to ride behind this great steam locomotive at mainline track speeds!" Price TBA

Ed note: Okay this isn't BC Rail but it IS the Royal Hudson, should be a great trip!

June 15th and 16th are the beginning of the Deluxe (six days/five nights) and Budget (five days/four nights) Cariboo Chilcotin Discovery Coast Tours. There are four more tours later in the year with departure dates as follows July 6th and 7th, July 27th and 28th, August 17th and 18th, August 31 and September 1st. Price is \$1049 CDN/Adult, \$999 CDN/Senior for the Deluxe and \$919 CDN/Adult, \$868 CDN Senior for the Budget.

September 11th through September 19th Fall Northern Wilderness Tour with a White Pass and Yukon option. Prices range from \$2,195 CDN to \$2,895 CDN.

ANNUAL GENERAL MEETING

Minutes of the 1999 Annual General Meeting

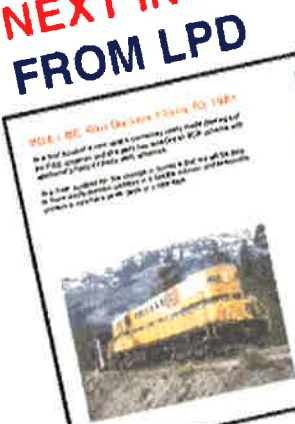
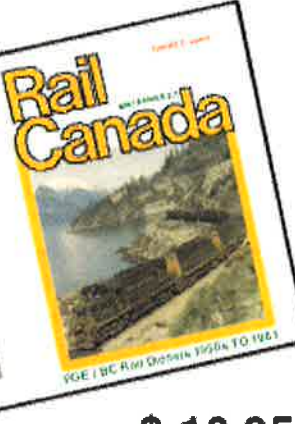
Taken by Brad Dunlop (BD)

Chairman of the Board

The following list, written by BD, appeared in the Fall/99 issue of the Cariboo (#36). Below each item is a brief description of the result of the discussion.

- 1) Ratify the new make-up of the British Columbia Railway Historical & Technical Society board and the Cariboo Editorial Board.
 - Motion carried. Brad Dunlop Chairman of the Board and Editor in Chief with Don Lewis, Malcolm Anderson, and Timothy Horton as Editors.
- 2) Frequency of publishing the Cariboo – I propose going back to four issues per year.
 - Motion carried. Winter/Spring/Summer/Fall cycle.
- 3) Size of the Cariboo – I propose we reduce the page count to approximately 24 to 28 pages. This will reduce both our printing and paper costs as well as helps increase our backlog of articles etc. on hand.
 - Motion carried. We will publish 24 to 28 pages per issue for the foreseeable future.
- 4) Cost of membership – I propose we reduce our membership and wholesale rates in order to be more competitive with other similar publications.
 - Motion defeated. The debate lasted for some time on this proposal with the majority feeling that rather than reduce our rates we should increase them. The train of thought being that they would rather pay more to ensure we do not run low of financing. This now leads us to a two-tier system with one option being a full membership costing \$30 CDN or \$24 USD or a subscription only rate costing \$22 CDN or \$18 USD. The wholesale rates will be based on the subscription only rate which will allow our suggested newsstand price to be a competitive \$5.50 CDN or \$4.50 USD. Look at it this way: you are actually only paying \$8.00 CDN or \$6.00 USD for your membership!
- 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.
 - Motion carried. There was no shortage of debate on this topic either with strong opinions on both sides. The majority agreed that advertising is not a dirty word and any revenue raised by tasteful advertising will indeed help our finances.

NEXT IN PRINT
FROM LPD

\$ 18.95

plus \$ 4.00 S & H and G/HST

Now in production is our first book in the Rail Canada mini-series. No. 2.1 It covers the PGE / BCR diesel power from the 1950s to 1981. Volume 2.2 will bring you up to the year 2000.

All new graphics and lots of photos of the paint schemes. 52 pages, 45 paint diagrams.

LPD Publishing

11035 Pretty Road, Winfield, BC Canada, V4V 1H6
Ph: (250) 766-0699 FAX (250) 766-4201
email diesels@silkenet WEB www.lpdpub.bc.ca

- 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.
- Motion carried. Member Gary Simpson volunteered to help with this project. Thanks Gary. Unfortunately we ran out of time to be able to produce a top-notch calendar for the year 2000 however we have a real good head start on one for 2001. If anyone has photos they would like to submit please do so ASAP. Same goes for anyone else wishing to assist on this project.
- 7) Website – I propose that we need a new website. 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”).
- Motion carried. Unfortunately for us, John has a new position that will see him travelling a lot and therefore will not be able to be the webmaster. However there are several possibilities available to us and the website will be on-line early in 2000. More information to follow in issue #38.
- 8) Next convention – I propose we establish a date (which may be approximate) and location for our next convention.
- Motion carried. At the meeting the discussion focused on returning to Squamish for a convention in August of 2002 and establishing a three-year cycle for the convention. Later in the weekend it became apparent that another joint convention with the CN Lines SIG would be possible if it were to be held in North Vancouver.
- 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).
- Motion carried. Convention Treasurer Mr. Any Barber reports our share of the net profits on the convention to be \$1687 CDN. Of this amount \$300 CDN will be seed money for our next convention and \$1387 CDN is for general revenue. (Fantastic job guys!)
- 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 purposes and be available for a nominal fee. Proceeds to go into the general BCRH&TS account.
- Motion carried. This will be on a voluntary basis and only available for “full membership” members at no additional charge.
- 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.
- Motion carried. Get your articles in! (We are working on a list of topics for articles and material that either has not yet been covered in the Cariboo or needs to be updated or embellished.)
- 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.
- Motion carried. The full membership rate will include items such as drawings, photos and special information such as the optional membership list (refer to item # 10). We will also attempt to negotiate discounts for members where we can.
- 13) Name change – I propose that we officially change our name to the BC Rail Historical & Technical Society.
- Motion carried. Please see the Editorial in this issue for more information on this topic. In the meantime get used to the PGE/BCR Special Interest Group Society or PGE/BCR SIG.
- 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.
- By the time the Cariboo actually got published and mailed this became a non-issue. However, feel free to contact me any time.

Correction:

In Issue #36 of *The Cariboo* we had the following erroneous caption as reported by Andy Barber:

“The coloured photo of grain car number 802351 in Issue 36, page 19 was taken by Ross Pugsley not Greg Kennelly. Greg spotted this error. Andy Barber acknowledges it was his mistake, and Ross says don’t worry, I won’t sue -

EDITORIAL

I would like to apologize for the delay in getting this issue published. One must always try and keep a balance between things they find important to them and therein lies the problem. After spending much more time than I had anticipated in getting Issue 36 out, which sandwiched two weeks away from home during the convention, I had much to do on my return. This included backed-up duties for the fledgling company I'm involved with as well as my full-time job and being a committee member for a major regional convention here in Kelowna for 2001. Combine this with what the general contractor called a two-week home renovation project that lasted more than two-months and suddenly Christmas has come and gone! As a friend of mine says "what an interesting web life weaves".

As all of our members who were fortunate enough to be able to attend the PG Rails '99 convention in Prince George know, those not able to attend missed a very good time. Personal highlights for the weekend included the Budd Car trip from North Vancouver to Prince George, the BC Rail Diesel Shop tour, Singh Biln's motive power clinic, getting to know more of the current members and welcoming the new members who joined during the convention. Thank you to convention co-chairmen Tim Horton and Al Lill as well as the convention committee of Andy Barber, Brian Clogg, Laszlo Dora and Russ Watson for a job well done! A special thank you is in order for BC Rail's Chief Mechanical Officer Mr. Singh Biln and all of the other BC Rail employees involved in presenting a very impressive display of motive power.

There has been some preliminary discussion regarding another joint convention with the CN Lines SIG with North Vancouver as the location. Further information on this will be available as it develops.

Regarding other matters, the most important one would be our name. As part of the process to become a legally registered society the following events occurred.

- 1) At the convention a motion was moved, seconded and carried to legally register our society.
- 2) A companion motion was moved, seconded and carried to change our name from The British Columbia Railway Historical & Technical Society to the BC Rail SIG (Special Interest Group). The intent was to have a more current name that also rolled off the tongue more readily.
- 3) Member Doug Race volunteered to act as our legal council for the application.
- 4) Since BC Rail is a current corporation the Societies Act Registrar required permission from BC Rail to use their name for our Society.
- 5) Permission was requested and denied.
- 6) A suggestion was made to use The PGE/BCR SIG. The registrar approved this providing the full legal name is The PGE/BCR Special Interest Group Society. While this is still a mouthful we can go by the PGE/BCR SIG name for everyday use. PGE/BCR SIG, it rolls off the tongue nicely and is probably a more accurate name anyway in that the Pacific Great Eastern is acknowledged as well as the two BCR's. Get used to it!

The convention meeting was well attended and there was a lot of debate on most of the other issues that I wanted to cover. Rather than operate under the "Robert's Rules of Order" I opted for the much more informal "Brad's Rules of Order". Things still went quite smoothly and all topics mentioned in Issue 36 were covered. Look for a brief overview elsewhere in this issue on those items.

There were 136 Delegates from all over North America and a transplanted Canadian from Australia (who made the trip specifically for the convention!) Thirty-three of the Delegates were members of the CN Lines SIG, 31 were members of the BCRH&TS (now PGE/BCR SIG) and 72 were not affiliated with either organization. Mr. Richard (Dick) Sutcliffe, Superintendent of the 7th Division of the Pacific Northwest Region (PNR), of the National Model Railroad Association (NMRA) attended the convention via the Budd car and graciously agreed to write an article covering the trip.

The last item I would like to mention here is certainly not the least important. That would be the matter of articles for publication in the Cariboo

Without them what would we have? We are getting dangerously low on material inventory for future issues. If you are interested in contributing in any way please contact me as soon as possible for a list of possible topics or what the topic you have in mind is.

Brad Dunlop

The following descriptions contain material obtained from the Central British Columbia Railway and Forest Industry Museum, with our thanks.

The Central British Columbia Railway and Forest Industry Museum was another important feature of the Prince George convention. The Canadian National 1520 pictured here was a Class H-4a, 10 wheeler built in 1906 by the Canadian Locomotive Company for the Canadian Northern Railway as number 83. It later carried CNR number 1223 until August of 1956 when this fell into a group of diesel numbers. This locomotive is still owned by CNR and is on permanent loan to the Canadian Railroad Historical Association of which the Prince George Museum is a divisional member. It is on long-term lease to the PG Museum where they hope to restore it to working order in the not to distant future.

BC Rail Takla Coach 990602 built in 1928. had been rebuilt with a walk-in freezer and cooler for meat and produce destined for BC Rail in the north, logging camps and Ft. St. James. The Takla coach was used for passenger service on the Stuart and Takla Subdivisions from 1973 to 1983. The line was shut down as the the



car worked for many years on the CNR before being placed at the CN/VIA station on Main Street in Vancouver in the Super Conti-



mills in the area closed due to an epidemic of Spruce Bark Beetle. The Takla coach was revived in 1991 when the Takla Sub was reinstated, the passenger service only lasted until mid 1992, then discontinued, due to roads being built into these areas. The Takla



mental paint scheme. Prior to and during Expo 86 this beautiful car served as a location for many executive cocktail parties for CN as well entertaining VIPs at Expo Your editor was able to attend one



then sat in the Prince George BC Rail Yard until April of 1998 when the railway donated the coach to the museum. The Nechako also had a somewhat storied life, this Grand Trunk Pacific bussiness



such party. When the car was obtained by the Museum it was repainted in the original Grand Trunk Pacific colours as you see it here.

photos by Brad Dunlop



What does a brewery have to do with a railway convention you ask? Plenty considering that Pacific Western Brewing were able to pitch-hit for us when one of the pulp mills decided to cancel our tours there on short notice. Thanks to PGE/BCR SIG member and employee of PWB MR. Roy Smith and the senior management for putting on an excellent tour!

As you can see the temperature was a comfortable 67 degrees F. under overcast skies on this day. In addition to the sampling room PWB were kind enough to donate further samples of their fine products to our SIG.

Many in attendance took home new beverage tastes thanks to our friends at PWB. An interesting note about the various flags flying on the roof. PWB exports a large amount of their product and the flags indicate some of the countries that their products go to.

Brad Dunlop photo during the tour.



BCOL 9208 still wears the PGE block-lettering scheme. No, this car is not in any museum but was still in active MOW service. The 9208 was built by Hawker Siddeley Canada Ltd. in 1965 and purchased new by the PGE. It was in a group of twenty-five gondola cars numbering from 9201 to 9225 which were delivered in August of that year. Note the "A" or hand brake end of the car has either a drop-end bulkhead or perhaps it has been removed altogether. This series was delivered with fixed ends and friction bearing trucks indicating that

this car has been "kit-bashed" by the railway. When coupled with the drop ends front to front as shown here allows for transportation of rails. When in revenue service this arrangement would have also been used to transport such loads as large diameter pipe going to northern pipelines. Telephone or power poles would have been another load carried in this fashion. Other data information includes inside dimensions of 52'-6 1/4" length, 9'-6" width, 3'-5 1/2" height.

Brad Dunlop photos , August 11th, 1999 at the Williams Lake North Yard.





BC Rail C420 model locomotives number 632 with 631 coupled behind. The recently re-named British Columbia Railway purchased these two units in July of 1972. They were built by ALco in 1966 and originally numbered 26 and 25 for the Lehigh & Hudson River. The 632 is historically significant as she is the last locomotive on the BC Rail roster to wear the two-tone green paint scheme of the Pacific Great Eastern and British Columbia Railway. These locomotives were not just sitting around looking pretty either. Before and after the PG Rails '99 tour the 251 powered units were hard at work smoking up the Prince George yard!

Brad Dunlop photos, Aug. 12, 1999

