

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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Cover Photo

British Columbia Railway SD40-2 in the two tone Green paint leads a freight along Howe Sound south of Porteau.

This, now classic paint work is all but gone from the railways locomotive fleet but still lives on in model form as the product review on page 20 will attest, you will find models from N Scale to G in these colours.

BC Rail Archives

The CARIBOO

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IN THE NEWS

BC Rail is launching a new excursion passenger train called the *Whistler Northwind*. The new train will operate between North Vancouver and Prince George on a five day cycle (three days northbound, two days southbound). The consist will comprise nine cars, including the three coaches built by Colorado Railcar, and will be hauled regularly by B39-8E No. 1700. The inaugural run for the *Whistler Northwind* is scheduled to begin on Sunday, May 6, 2001.

CN Rail ran a special passenger train on July 17 and 18 over BC Rail from North Vancouver to Prince George. The consist was very interesting with SD75i 5800 leading, E8Au 102, E9Au 103 and two private cars. Rumour has it that there were two couples onboard that CN was paying back for services rendered. The consist of the CN train on August 24-27 was CN SD75i 5722 and E8Au 102 with cars Louis Joliette and Pacific Spirit. The September 17-21 consist was IC 102 and 103 with passenger cars Pacific Spirit, Louis Joliet, Sanford Fleming, Tawa, Courier du Bois, IC 800413 and IC 800210. On the 17th it ran from North Vancouver to McGuire where they laid over and the passengers were bussed to Whistler. On Wednesday the 20th the train ran over to Mons where the passengers reembarked and then ran to Prince George.

Effective August 1st BC Rail is instituting new train symbols for its trains:

Through Freights Northbound:
 NVPG (North Vancouver-Prince George)
 Lv NV 2230
 NVJO (North Vancouver-Fort St. John)
 Lv NV 1415
 SQPG (Squamish-Prince George) LV SQ 0830
 PGCH (Prince George-Chetwynd)
 Lv PG 0830

JN (Fort St. John-Fort Nelson) Lv FSJ 0900
 Through Freights Southbound:
 NJ (Fort Nelson-Fort St. John) Lv FN 0600
 CHPG (Chetwynd-Prince George)
 Lv Chet 0800
 JOSQ (Fort St. John-Squamish) Lv FSJ 0030
 PGSQ (Prince George-Squamish) Lv PG1610
 PGNV (Prince George-North Vancouver)
 Lv PG 2000

The CN business train IC 102 was captured on the 470-foot long Chekamus Canyon bridge, MB 55.7 on September 17, 2000.

Photo by Mike Nyiri



Passenger Service:
 (No Changes) (until new service initiated)

Road Switchers:
 SQNV (Squamish-North Vancouver) Lv SQ 1000
 SQNV2 (Squamish-North Vancouver) Lv SQ 2200
 NVSQ (North Vancouver-Squamish) Lv NV

0500
 LOEX (Lillooet-Exeter) (Fri) Lv Lill 0730
 LOFT (Lillooet-Koster) (M,T,W,Th) Lv Lill 0730
 EXWL (Exeter-Williams Lake) (Mo-Fr) Lv Exeter 1245
 WLEX (Williams Lake-Exeter) (Mo-Fr) Lv WL 0520
 WP (Williams Lake-Prince George) (Sun-Fri) Lv WL 1600
 PW (Prince George-Williams Lake) (Mo-Sa) Lv PG 1300
 PGJA (Prince George-Fort St. James) (Mo-Fr) Lv PG 0600
 JAPG (Fort St. James-Prince George) Lv James 1200
 MKPG (Mackenzie-Prince George) (Mo-Fr) Lv Mack 0500
 PGMK (Prince George-Mackenzie) Lv PG 0530
 DCCH (Dawson Creek-Chetwynd Turn) Lv DC 0600

This new operating plan being implemented by BC Rail has made for some interesting power utilization. The JOSQ (Fort St. John to Squamish) train originates its power at Fort St. John and runs right through to Squamish and North Vancouver. It is scheduled to leave Prince George on Tuesdays at 0720, Williams Lake 1345, Lillooet 0001 Wednesday and arrive at Squamish 0630. At Squamish it is taken over by the switcher crew, leaving Squamish on arrival of Passenger North 0830 Wednesday morning.

The Royal Hudson Train began operation Wednesday, May 6th with the Consolidation 3716 doing the honours this summer except when used on charters. You may, but not for sure at this point, see the ex-CP Rail vintage FP7 4069 unit from West Coast Railway Association running in the 3716's absence. Royal Hudson No. 2860 remains out of service awaiting funding for major repairs as well as the completion of restoration work on Hudson No. 2816 for the Canadian Pacific Railway. August saw the 3716 go down with bearing problems which lead to the WCRA's FP7 4069 subbing for several weeks.

BC Rail passenger car "Budd Wiser"

has been purchased by Pacific Wilderness Railway and is now in Victoria. It was converted into a Parlour car and will be converted to a Parlour/Observation car for next season.

BC Rail B36-7 7484 has had her cab upgraded and has been 3601.

Southern Railway of BC GP20 2890 an ex-SP locomotive, will be the bed for the "Green Machine" turbine switcher which is being developed in Vancouver BC. The locomotive traveled to Squamish, where the prime mover was removed for use in (I believe) the West Coast Railway Association's ex CPR F7B. The remaining hulk will form the basis for the Green Machine switcher. Most of the work will be done at SRY's New Westminster shops. This should be an interesting project that we will keep an eye on.

In August C-420 631 suffered a generator failure and has been withdrawn to Squamish for storage pending disposal. However, the locomotive was subsequently repaired and returned to service. M-420s 641, 644, 646 and 647 have remained in storage leaving C-420s Nos. 631 and 632 as the only operational Alco-powered locomotives on the railway at present.

The last completely loaded coal train from Quintette departed 0850 Saturday, August 19th with 106 loads. Power was GMD GF6C's 6007, 6002 and 6005 on headend with 6006, 6004 and 6001 pushing. At Tacheeda they traded the electrics for CN Dash 9-44CWL's 2537 and 2546. On Sunday August 20th 6005, 6002 and 6007 and pushers 6006, 6004 and 6001 departed Quintette at 0525 with 85 loads 21 empties. This train arrived Teck loadout at 0626 and loaded the remaining 21 empties, departing Teck at 0903 with same power and 106 loads. At Tacheeda the power swap took place where CN 2554 and 2555 took over the train. Wednesday, August 30th saw a diesel test train handling a coal train to and from Teck. Power was a pair of CN Dash 9's and a BCR SD40-2. A total of 112 empties were handled north and two trains of 56 loads were handled south from Teck to Table, where they were combined for the remainder of the trip to Prince George.

A publicity shoot took place on Tuesday, August 22nd powered by WCRA's ex-CP FP7 4069 and cars Shalalth, Northwind coach 1705, Moonglow and Indigo. It ran from North Vancouver to Porteau leaving at 0830 and returning 2030.

A picket line was placed at BC Rail

station in North Vancouver on September 6th. The Cariboo Prospector got out before it went up. BC Rail suspended RDC service from North Vancouver to Lillooet and Prince George on Wednesday due to a strike by food service staff. The picket line cancelled the Royal Hudson excursion train when the crew refused to cross. The RDC train crew refused to cross the picket line Thursday forcing the railway to bus passengers. The food service staff work for a contract company, not BC Rail. Since food services on the Royal Hudson train and the Pacific Starlight dinner train are supplied by different companies and these runs are not expected to be affected again by the presence of picketers. The dispute was resolved by September 14 and full service resumed the next day.

The Lovell Log Haul will reactivate on or around September 27th.

The ten Dash 9-44CW's 4645-4654 were delivered October 14, 2000. They will proceed to Prince George for final fitting of equipment before entering service. See the Tim Horton photo article.

The three B39-8Es Nos. 3904, 3905 and 1700 are due to be delivered in December.

Brian Elchlepp has volunteered to compile and edit this column effective immediately. Contact Brian with your contributions at 425-823-7032 or e-mail him at elclip@ix.netcom.net.

INTERCHANGE

Member Laszlo Dora is looking for help on the following three items: 1) Colour photographs of BCIT 818000-818119 - 66' bulkhead flat car with ends painted in light green. This series was on the railroad for a short time only and was gone by about 1980. 2) Photographs (from private collections) of PGE/BCR delivery trucks, tractors and trailers. 3) Dimensions to the double dome diesel fuel tank car commonly seen at North Vancouver presently. You may contact Laszlo at 47 Taylor Dr., Toronto, ON, Canada, M4C 3B4. Ph: 416-421-3115.

Member John Armstrong of 7451 Chardon Rd., Kirtland, OH 44094-8722, USA. Ph: 440-256-1317, E-mail: mjjarm@earthlink.net would like to host a regular/casual meeting of folks interested in the PGE/BCR in his area. Call in advance to make arrangements if you're in-

terested. (Ed note: I know several enclaves of PGE/BCR members currently exist. If you're like John and would like to attempt starting another, let us know and it will also be posted in the column.)

Wanted: An Editorial Assistant. The main duty for this position would be to help solicit articles for *The Cariboo* and follow-up on the same. The remuneration for this position is the satisfaction that you're doing something to help our SIG survive and thrive. Contact Brad Dunlop for further details.

Wanted: BC Rail Subdivision Reporters/Photographers. The main duty of these positions would be to report news items from your area to Brian Elchlepp and motive power items to Paul Crozier-Smith. Once again, the remuneration for these positions is the satisfaction that you're doing something to help our SIG survive and thrive. Contact Brad Dunlop for further details.

ISSUE 39....

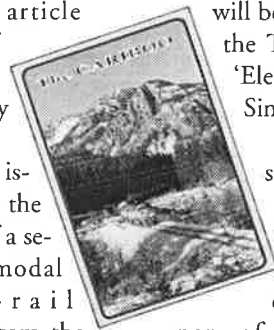
Is well under way with an article on PGE cabooses 1805-1806 as-built and modified, complete with HO scale drawings. Another article will be on the end of the Tumbler Ridge 'Electrification' by Singh Biln.

Future issues will include the beginning of a series on Inter-modal and non-rail equipment from the pen of Laszlo Dora with help from Andy Barber and Ron Tuff.

LPD Publishing, who put together and print this newsletter for the society can only work with material on hand. We desperately need a regular and continuing supply of articles, photos and columns if you wish to see some regularity in publication.

Issue 39 is now in preparation; however, additional material for future issues is urgently required. The covers for Issues 38 and 39 have been printed on a glossy stock. This is one of several improvements you will see in this and upcoming issues.

Don



Portrait of a Railroader - Bob Deno

by Brad Dunlop

This is the first of a series of stories and interviews the Cariboo which plans to publish on the people who played a role in the development of the Pacific Great Eastern and its successor British Columbia Railway / BC Rail. Others will include James Eadie, and Paul Roy and his railroading family. While not everyone will be an ex-employee, they will all have played a role in the development of the railway.

Prior to taking the train to Prince George to attend the CN SIG / BCRHTS joint convention, Brad made a visit to Squamish on August 10, 1999 and interviewed retired Supervisor of Special Equipment and Project Manager on the rebuild of BC-33, Bob Deno.

Q. How did your railroad career begin?

A. In Victoria, B.C. as an apprentice machinist for the E&N in September 1948 while fresh out of high school. In those days with the steam locomotives the mechanic was also a machinist, as you had to do a lot of machining and fitting the parts.

Q. So you would have to build your own parts?

A. A big railroad like the CPR usually had their own foundry and the CPR's was in Montreal where they would make the rough castings and then ship them out to the various shops across the country. The local shops would then carry them in their stores and when you needed to make a bushing you would get the rough casting for that particular bushing, take it to the lathe and make it.

Q. That was the standard practice back then?

A. Yes and rebuilding a lot of things like the driving axle boxes on a steam locomotive. The linings in those and a wedge shape shoe that took up the slack, I made those. The crossheads on the piston rods that went back and forth between the guide bars would usually be re-babbited and then machined. A few of the things you were able to rework by building them up with a weld or whatever and then machine it. Other than that the rest of the stuff was replaceable but you still had to machine it and fit it.

Q. How long were you in Victoria?

A. Until 1950 when I went to the Drake Street shop in Vancouver for machine shop and backshop experience. In 1952 I went to Kamloops for roundhouse experience until the fall sometime and then back to Drake Street. In the spring of 1953 it was off to Nelson for diesel experience as they were dieselizing. I got to work on the first wheel turning machine in Canada that was used for machining the wheels of the diesel locomotives.

Q. Any other duties?

A. Talking about the wheel turning machine in Nelson before I came here they had a real problem with those six-wheel trucks.

With the long wheel base they had a real problem with flange wear. I don't know how long it was between wheel turns but to do wheel turn on those you had to take the wheels out and replace them with another pair that had been turned. But you would have to take them to the Machine Shop and they were turned on the steam locomotive driving wheel lathe. It took eight hours to take a truck out, change the wheels and put the truck back. What they would try to do was even up the wheel wear so that when the locomotive came in they could do all four pairs of wheels at the same time. They would do one truck on day shift and the afternoon shift would come in and do the other truck then the unit would be ready to roll.

Q. So you wouldn't do the idler wheels then?

A. Well by that time it was four-wheel trucks. I never really worked on those six-wheel ones,

I think the last locomotive was in for conversion when I came.

Q. Did you spend much time turning wheels?

A. As an apprentice I spent time on it with Joe Baldock, the machinist that operated it, Joe was a real character and a super guy. Even before the Nelson shop was open they had the wheel turning machine up and running. I was there until the fall of 1953 when I finished my apprenticeship. I then got placed on the graveyard shift because of my seniority so I came back to Vancouver.

Q. In Drake Street again?

A. Yes and I was there until January of 1954 when I got laid-off so I went up to Kamloops and bumped a Set-up Helper. In May of 1954 I was able to take a vacancy back in Drake Street and I was there until October when I got laid-off again. That was when I decided to come to Squamish to the PGE. I was on the Bonnabelle with Bert Mills and when I left Horseshoe Bay I had no idea where Squamish was. I knew it was up the coast somewhere and I was going to Horseshoe Bay to get on this ferry to go to Squamish but it could have been up at Prince Rupert or Ocean Falls or something.

Q. (Laughter) Somewhere on the edge of the world?

A. Somewhere on the edge of the world yes and it was then because boat was the only way you could get in here.

Q. Who did you work for?

A. Jack Frost was the Master Mechanic and I worked as a Machinist here until 1958 or a Mechanic actually. I was still classed as a Machinist I think but by that time on diesels you were just a Mechanic changing parts.

Q. Where did you go in 1958?

A. Actually in 1957 I was the relief charge-hand in Prince George for five or six weeks and in '58 in Lillooet for about the same period of time.



BCR As-Built Photo of BC-33

Q. Who were you working with in Lillooet
A. Stan Malm, Jim Guinn and Tom Duguid.

Q. When did you move from Squamish?
A. Shortly after I returned from Lillooet I was offered a full time charge-hand position in Chetwynd.

Q. Is that when you became a salaried employee?
A. Yes and became on-call for 24 four hours a day. Not that there were many trains there at that time but the construction work trains were still working 24 four hours a day. That went on until about mid-November, which wasn't really that long I guess but it seemed like forever. After that it was down to one train a day and the Budd cars as they were trying all sorts of different things for passenger service but it never worked out.

Q. Mom and I did that trip one summer. We took the Budd car to either Dawson Creek or Fort St. John, I can't remember which.

A. Well one day it went one way and the next day the other.

Q. And there was a bus connection between?

A. Right. After the Budd car experiment they put on some old passenger equipment, one of the sleepers and a baggage car with a light-plant in it for power and they had that for a year or so.

Q. Was that running on its own or as a mixed train?

A. As a mixed, three times a week I think it was. I used to have to keep the light plants going and pack coal for the Baker heater and all sorts of menial chores.

Q. Would that have been some of the equipment they were running down south in the forties and fifties then?

A. Yes, The Pavilion and the Clinton and the baggage cars were the old troop sleepers, there were three or four of them with light plants in them.

Q. Some of that equipment can still be seen here in Squamish at the WCRA Museum?

A. Yes the Clinton and one of the troop sleepers.

Q. How long were you in Chetwynd for?

A. Until 1962 when Tom Duguid died in Lillooet and I bid and got his position as night charge-hand. That was a little better 'cause it was only a 12-hour shift. (Laughter)

Q. How long did you do that for?

A. Until 1969 but the thing with those 12-hour shifts is it wasn't as bad as it sounds because usually you didn't have to be around unless there were trains.

Q. Back then there was usually only one night freight?

A. I used to have number 16 in the evening some time before midnight and then the VP in the morning if it was on time. My shift was 1800 to 0600 so if the VP was late then Malm got it. Normally I just had number 16 at night.

Q. In 1969 what happened?

A. In 1969 I was appointed Assistant Diesel Inspector, to work with the introduction of the Locotrol which included overseeing the construction of RCC-1 and the installation of equipment in the 703 and 704. What happened there was the 703 and 704 were supposed to be Locotrol equipped when they left MLW but because of late delivery of the Locotrol equipment it wasn't installed. MLW had done all of the interface wiring and so on that was required to go with the locomotive control and air brake system but we had to do the final installation in Squamish when it was delivered. This was followed by commissioning of the three units, which involved riding and testing for three or four months on the road.

Q. You must have put on a lot of miles then?

A. I alternated with George Kelly for a couple of months and then was alone for another couple of months or so.

Q. What sort of training did you receive in order to do this?

A. Prior to starting on the project I was sent to Revelstoke and did some turns riding with members of their Locotrol crew which included my cousin who was the Master Mechanic at that time.

Q. And his name was?

A. Milt Deno. He later went with Harris Controls who manufactured Locotrol and is now retired but still works for them on a consulting basis.



See caption on page 9

Q. So he must have been in on the ground floor with CP?

A. Yes, he was in on the initial testing and evaluation before they even decided to purchase. So then when they set-up the coal train operations he was made Master Mechanic in Revelstoke to oversee the operation there. That was when I got involved here in late 1969. I then worked with and oversaw the growth of the Locotrol fleet.

Q. Was there any other training involved?

Q. In 1971 I went to Locotrol School in Florida for a two-week course.

Q. Sounds like that would have been fun?

A. Oh it was and there was also a crash course in locomotive air braking at New York Air Brake in Watertown New York tagged on to the end of the Florida course.

Q. Initially you rode on RCC-1 from North Van. To Lillooet, alternating with Mr. Kelly?

A. Yes and then later on alone, from Lillooet to Mons.

Q. So then you would work to Mons and then deadhead back to

Lillooet?

A. Yes, every other day. I used to go to Mons on number 16 and then the VP would pick the car up at Mons around one or two o'clock in the morning and return it to Lillooet and then I'd go out on 16 again the next night.

Q. I remember seeing your old car parked in the station parking lot quit often, what was it?

A. A 1936 Ford Coupe, which I still have. I remember one night a local drunk tried to steal it while I was on the road but those old Fords had a locking steering wheel mechanism so he couldn't steer it. (Laughter) He got it down to the team track, got out and left it, (laughter) so the guys from the station had to push it back up to the parking lot again.



On the running board of his 1936 Ford Coupe during his honeymoon near Keremeos. September

Q. What happened next?

A. In 1972 I was appointed as a full-fledged Diesel Inspector and moved down here to Squamish. I held that position until 1975 when I was given the title Supervisor of Special Equipment. I was still basically doing Locotrol and air brake systems. In that time I also taught some Locotrol training courses and put on an air brake training program up and down the system.

Q. Was that using the same training car that was used for the rules?

A. There were two cars, one was an air brake inspection car and a rules car.

Q. That's right too, one of them is in the WCRA museum here I believe.

A. Yes the air brake car and that's the one I used up and down the line for training. It had number 6 steam locomotive braking equipment set-up in there and operating. I helped Ed Wilcox fit it up with 26L equipment so he could use it for training Enginemen and then I designed a three-day training program for a shop staff locomotive air brake course. Like I said I did some Locotrol training here in Squamish, not really formal but for guys that were interested I did a one night a week program for them. That was back when the philosophy was that the shop staff could maintain the Locotrol equipment so I was trying to get some of these guys educated.

Q. It would be kind of hard on one night a week though, since it's a pretty sophisticated system?

A. Yes, but it was the same thing as them trying to work on it, they'd see it once a week or once a month or something and how did you ever get your expertise doing it that way?

Q. I know I've been on lots of various seminars and things regarding the electrical industry and if it wasn't something that I was using regularly the only thing I remembered about it was taking the course.

A. Yes, same thing exactly. An interesting sidelight is the different approach that CP took with their Locotrol equipment than the

BCR. Some of their guys went to Locotrol School three times because they took it seriously and were going to use it with their coal train operation and it had to work. The BCR weren't committed to the use of it really.

Q. You were very involved in the Budd car retrofit program I believe?

A. In about '84 or '85. I got involved fairly early with the BC-33 and Vickers in Montreal who subsequently did the rebuild on it. Because of cost overruns the railway decided to go it alone and they went ahead with the engine replacement program on the remaining cars.

Q. How much did the BC-33 cost in the end?

A. 1.2 million dollars.

Q. How much would have a new re-

placement cost?

A. Approximately 2 million.

Q. If you could get one?

A. Actually around that time Budd announced a second generation Budd car the SPV-2000, I don't know if you'd ever heard of it. They had a couple of prototypes running around and I don't think anybody actually bought one but the price was around 2 million. When that died there hasn't really been anything available since.

Q. Who were the key players in the Budd rebuild program?

A. A committee including me, Electrical Engineer Singh Biln and Carl Peterson who was the motive power supervisor at the time that basically oversaw the rebuilding of the BC -33 and then I was given the responsibility for the engine replacement program.

Q. Was that when you became the Project Manager for the Budd car program?

A. Yes, when the BC-33 was completed.

Q. Still under the Supervisor of Special Equipment catchall title?

A. Yes but project manager. Then they also made the decision that they would do the major refurbishing and started out with the BC-30 that had suffered some fire damage. And we...I, in my project management had to keep track of the costs and the scheduling. I had to do the project planning and estimates, with lots of help of course but I had to make some presentations to management to let them know what we wanted to do and how much it was going to cost.

Q. Is that when the stainless steel fluting on the front of the cars disappeared, because of the cost?

A. Well it wasn't available.

Q. Did they keep on getting damaged until you just ran out of them?

A. Yes, what we eventually did was just put them on the front of the RDC 3's when they were getting down to a short supply. The

RDC 1's were stripped first then the back ends of the three's didn't have it any more. I think they found some side fluting to replace but the front was specialized and there just wasn't anything available. By the way our cars were, I think, the only ones in Canada with those kinds of ends.

Q. As a kind of a point in guessing on the orange and green paint scheme, the Budd cars had that dot on the middle of the end doors. Was that originally meant to carry the Cariboo herald?

A. Probably but the Cariboo herald was replaced with a Mars light instead. You know what I mean? It was mounted in the centre of the door.

Q. Yes and you could see those from a long way off and I was astounded when I saw the picture in John F. Garden's book of the engineer cleaning the light and it was just a little light bulb, what was that?

A. That was just an ordinary locomotive light bulb it was just the fact that the lens rotated that made them so visible.

Q. What would have it been a 100 or 200 watt bulb?

A. Um, 250 maybe, I forget what a locomotive headlight bulb was now.

Q. How did you make out with the BC 30 rebuild?

A. It was budgeted at \$875,000 I think and we came in pretty well on budget and on time.

Q. So everybody was pleased with that then?

A. Yes and we had a really good team so getting near the end of the project I went to George Kelly who was then Chief Mechanical Officer and made a proposal that we try and reward these guys somehow for the job they did. They were really proud of what they were doing because when we got the BC 33 back there was a lot of grumbling going around the shop. They were saying that oh we could have done that for half the price and I don't know why they sent it back there to have it done and so on. Well the reason we sent it back was that we didn't have the engineering expertise but once we had figured out what to do and had Vickers do it then we carried the ball from there.

Q. With Singh being an Electrical Engineer probably helped?

A. Yes plus we got all of Vickers drawings and their ordering information so we got leads on suppliers and it was a lot easier on the second one for us to do it.

Q. What was the reward?

A. I suggested to George that we make a special maiden voyage with the car and take all the guys involved on it. So he went ahead and made all of the arrangements, got the catering and so on and we made a return trip to Lillooet on number one and number two. With the car full of these guys from the shop, there were about 40 of them I guess that had been involved directly and indirectly. I used to get copies of the time sheets from everyone involved so I knew who to invite and it went over really big.

Q. It's nice to see the end result of your efforts isn't it?

A. Yes most of these guys just worked in the shop and never got

out to ride a train so it was a great opportunity for a train ride and to see what they did and how it performed. It was really of benefit all around.

Q. So then they're all gangbusters to go on the next one?

A. Yes but I'm not sure were we went from there. We got into the RDC 1's and minor refurbishing again and basically that's where I bowed out, at the end of that program. In the last year or year and a half I spent putting together a service manual for the refurbished cars and a training program to go along with it. What I did basically was produce this training manual on all of the Budd car systems, how they worked. I didn't include anything on troubleshooting because my philosophy always was if you knew how something worked you could fix it. You can give someone a troubleshooting guide or something and they can work there way through it but if they don't know how it works they're still lost.

Q. If you're proficient you can fix it.

A. Yes and that was my philosophy with air brakes too, teach them the basics of the system what each valve does and from that they can deduce which valve to change or is not working properly or whatever. If you make up a trouble chart of three items they may go with the first two and it's the third one that's the problem so there's a lot of time wasted getting things done. So I always tried to promote troubleshooting with a bit of knowledge than to produce a trouble-shooting chart. Anyway I put together this operating manual for the Budd car systems and Singh and I took it on the road. We started in North Vancouver and covered all the division points to Prince George.

Q. When did you retire?

A. In 1989

Q. Would you do it again?

A. If I had to do it all over again during that era I would do it, if I had to do it now I don't know.

Q. Would you change anything?

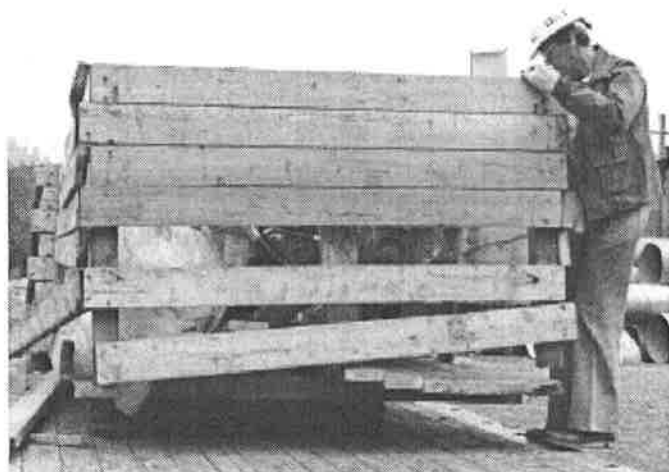
A. During that era, not a thing.



BCR's official "Seat Tester" at Chicago & Car Equipment Corp. May 1984 *Collection of Bob Deno.*



Inspecting SEPTA RDC units in Philadelphia in the early 1980's.
Collection of Bob Deno.



Inspecting the shipping damage to Cummins RDC Engine Serial Number 18101265 at Squamish. June 6, 1982.

Collection of Bob Deno.

Caption for photo on page 6

Receiving an award from then Premier of B.C. Mr. W.A.C. Bennett for assisting at the fiery Cariboo Highway level crossing collision between PGE RDC-3 No. BC-32 and a fuel tank truck. The collision occurred on February 2, 1960 about one and one-half miles north of Canim MB252.6. This presentation was made at the company Christmas party at 1095 West Pender in 1962.

Collection of Bob Deno.

Did you enjoy reading this issue of the *Cariboo*?

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Contact the Membership Chairman

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BACK ISSUES ALSO AVAILABLE



Kneeling front and centre during an Electric Locomotive Training course held in October 1983. (Ed Wilcox is standing top right.)

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NEW LOCOMOTIVES FOR BC RAIL

DASH 9-44CW Nos. 4645-4654

Article & Photography by Timothy J. Horton

BC Rail received its ten new Dash 9-44CW locomotives at North Vancouver on Saturday, October 14, 2000. Nos. 4645-4649 were shipped from General Electric's plant in Erie, Pennsylvania on September 29 and made their way west via CP Rail. They were interchanged to BC Rail on the morning of October 14 and left North Vancouver for Prince George on the same day as part of the Navajo (NVJO) through freight. Nos. 4650-4654 were shipped from Erie on September 30 and were interchanged to BC Rail on the afternoon of October 14.

Nos. 4645-4654 are the first new locomotives for the railway since the purchase of Dash 9-44CWs Nos. 4641-4644 in 1995. The new Dash 9 locomotives are similar to the first four with two major exceptions. The most apparent difference is with the cab - they feature the same cab fitted to the second order of Dash 9-44s for CN Rail as well as units for Hammersley Iron of Australia. This cab features a two piece windshield which angles downwards towards the outer ends. The new units have three cab doors in order to comply with provincial railway regulations.

The other major difference is in the fuel tank, which is now isolated from the frame. The first four Dash 9s (Nos. 4641-4644) are plagued with excessive vibration in the cab, which has kept them out of lead unit service. The problem was traced to the fuel tank, which was an integral part of the frame. GE has revised the design to make the fuel tank independent of the frame.

The new locomotives are also the first BC Rail units to be equipped with Locotrol IV LEB (Locotrol Electronic Brake). This system permits the operation of multiple remote locomotive consists within a train, as well as electronic control of all braking functions via an electronically-actuated air brake valve.

In all other respects the new Dash 9s are similar to the earlier units, measuring 73'-8" in length (inside couplers) and riding on GE's Hi-Ad trucks. They are powered by the same FDL-16 EFI engine and GMG 197 generator and are rated at 4,400 horsepower. Nos. 4645-4654 are painted in the current blue and aluminum paint scheme with diagonal white stripes on the end surfaces. The BC Rail logo is located on the long hood and the road number is located on the cab sides.

Options particular to the BC Rail Dash 9-44CWs include high-mounted numberboards, and the absence of the electrical cabinet on the left side walkway. Details to be noted include two pairs of ditch lights on the front end, and a five-chime airhorn mounted on the roof, forward of the exhaust manifold. The bell is mounted in the traditional position, above the windshield and between the numberboards.

A model of one of the new Dash 9-44CWs would begin with either the Athearn or Kato unit in HO scale, or the Kato model (soon to be re-released) in N scale. While the required detail parts are available in both scales, the correct cab is not. At present the best option would seem to be to modify the North American cab found on the models. The electrical box behind the cab on the left hand side must be removed. Perhaps one of our local resin manufacturers can come up with the correct cab with which to model these units.

At present the new locomotives are operating on through freight trains as trailing units, pending the training of crews on the new Locotrol system. It should not be long, however, before we see the new locomotives at the head of BC Rail's through freight trains.





above 4645 being readied for departure to Prince George on symbol freight NVJO. North Vancouver Oct. 14, 2000.



left & right Front and rear detail shots of 4651. Four ditch/rock lights and high mounted numberboards with the bell between complete the front while large radiator section distinctive of the GE units has the road numbers painted in white.



All photos by the author

left 4651 along side Dash 8-40CM at North Vancouver on Oct. 14, 2000. Compare the cab number boards and windows.

below 4649 in the trail position of the lashup soon to head north on NVJO. White road name and number positions show here.



SQUAMISH TERMINALS

by Trevor Mills

The dream for a major modern port facility at the head of Howe Sound at Squamish was initiated in the mid 1960's. A number of studies were completed to determine the feasibility of a port facility. The Pacific Great Eastern Railway was one of the interested parties and had a plan on paper in the late 1960's.

The Pacific Great Eastern's plan reached far further than Squamish and a port facility. Pulp and lumber production along the entire right-of-way created the need for an ocean outlet. With the plans of the time of extending the mainline to the Peace country coal, molybdenum and other natural resources could be shipped to Squamish by rail and to the world by ship. Star Shipping of Norway became the developer of the facility and later the dock facilities would become a wholly owned subsidiary of Star Shipping.

The initial port was laid out to have a warehouse for dry storage of pulp and open paved storage for lumber. A woodchip storage facility was also planned for the initial phase but was rejected by the city council due to potential spillage of the chips from the facility due to the high winds. On the west side of the estuary was to be a coal facility. Grain was another possible commodity to be shipped out through the port.

There was so much fuss over the plans that the mayor of the day stated that "Squamish would get 90% of the exports coming down the PGE and they'll be calling Roberts Bank (*Ed Note: now known as Delta Port*) a mini-port because we will be the super-port". The population of Squamish was expected to be 12,000 by 1975 and there was talk of complete new water and sewer systems for the town.

The first, and ultimately only stage of the plans to be completed was the 42 acres of reclaimed land that the present terminal sits on. The coal facility only reached the fill stage when the provincial government changed its mind and then premier W.A.C. Bennett sent a letter to the mayor of Squamish stating, "the provincial plans to assist in the expansion of a national port in Prince Rupert would go forward".

Construction at Squamish was started in 1971 with the fill of the site and grading. Pilings for a 450-foot long berth were being driven on the east side of the property and the construction of the warehouse was well under way in early 1972. Track was laid onto the site and the first railcars were on the property for unloading in October.

The warehouse was of gigantic proportions, having a covered floor space nearing 160,000 square feet. It was built with concrete walls on the north and south ends and a wood roof. The west side was where the railcars were unloaded and a concrete ramp was built on this side to facilitate unloading of railcars. The east side was totally open so machines could run the pulp straight out to the ship.

A shop facility and offices were built at the south end of the property. Pulp handling requires special attachments to forklifts. These "Clamp" machines were Hyster forklifts with an attachment that works like parallel grip pliers and these machines could pick up several "units" or blocks of pulp at a time. Smaller machines worked on the ramp and unloaded the railcars.

The first ship to arrive at the new facility was the *Star Columbia* on November 15, 1972. It loaded a total of 3,500 tons. This was a small ship at 27,450 tons, relative to the modern ships that are now over 40,000 tons. A ceremony was held and representatives from Star Shipping, British Columbia Railway and pulp producing companies were on hand.

The prospects for the future were great at the time. In 1973 it was expected that 300,000 tons of pulp would be shipped and in 1974 it was expected that 500,000 tons would be shipped. A second berth was in the plans but was put on hold until many years later.

The official opening was to take place in September of 1973. Trade minister Gary Lauk officially cut the ribbon to mark the opening. It was noted in the speeches "the terminal is connected to its sources of supply by modern highways and the British Columbia Railway."

The pulp market kept growing and in 1981 there was a need for a second warehouse. This building was built to the north of the first warehouse. This building was to be of steel construction and have the same layout as the first building, having a ramp for unloading railcars and open on the east side for easy access with the large machines. The floor space under the roof was almost the same as the first building.

With the increased storage in the new warehouse, more ships could take more pulp and there were ships waiting to get into the one berth at the terminal. The need for a second berth was now at hand. This project was completed in 1988. The new berth was located on the west side of the property. It was built completely of concrete and is 50 feet longer than the original berth.

In the next two years a major construction program was initiated. This included a third warehouse and the moving of the offices and the shop from the south end of the property to the north, where they are today. The third warehouse was also to be of steel construction and had a much larger floor space of just over 300,000 square feet. It was located to the west and north of the second warehouse. The new shop was constructed north of the second warehouse and a new modern office building was built west of the shop. The old office was moved to a location north of the new shop and houses lunchrooms for the unionized workers and foremen. A first-aid room is also in this complex. The security guardhouse was moved from a location north up the road to just west of the lunchrooms. The only access to the site now is past the guardhouse. This work was completed in 1992 and the arrangement has worked well since then.

Squamish Terminals has specialized in the handling of pulp and paper and has an annual throughput of 900,000 metric tonnes. The terminal attained ISO 9003 certification in 1994 covering Quality Management Systems for pulp and paper handling.

Sources:

The Squamish Times, The Squamish Citizen, The Squamish Chief, The Vancouver Sun, Many years of on the job experience.

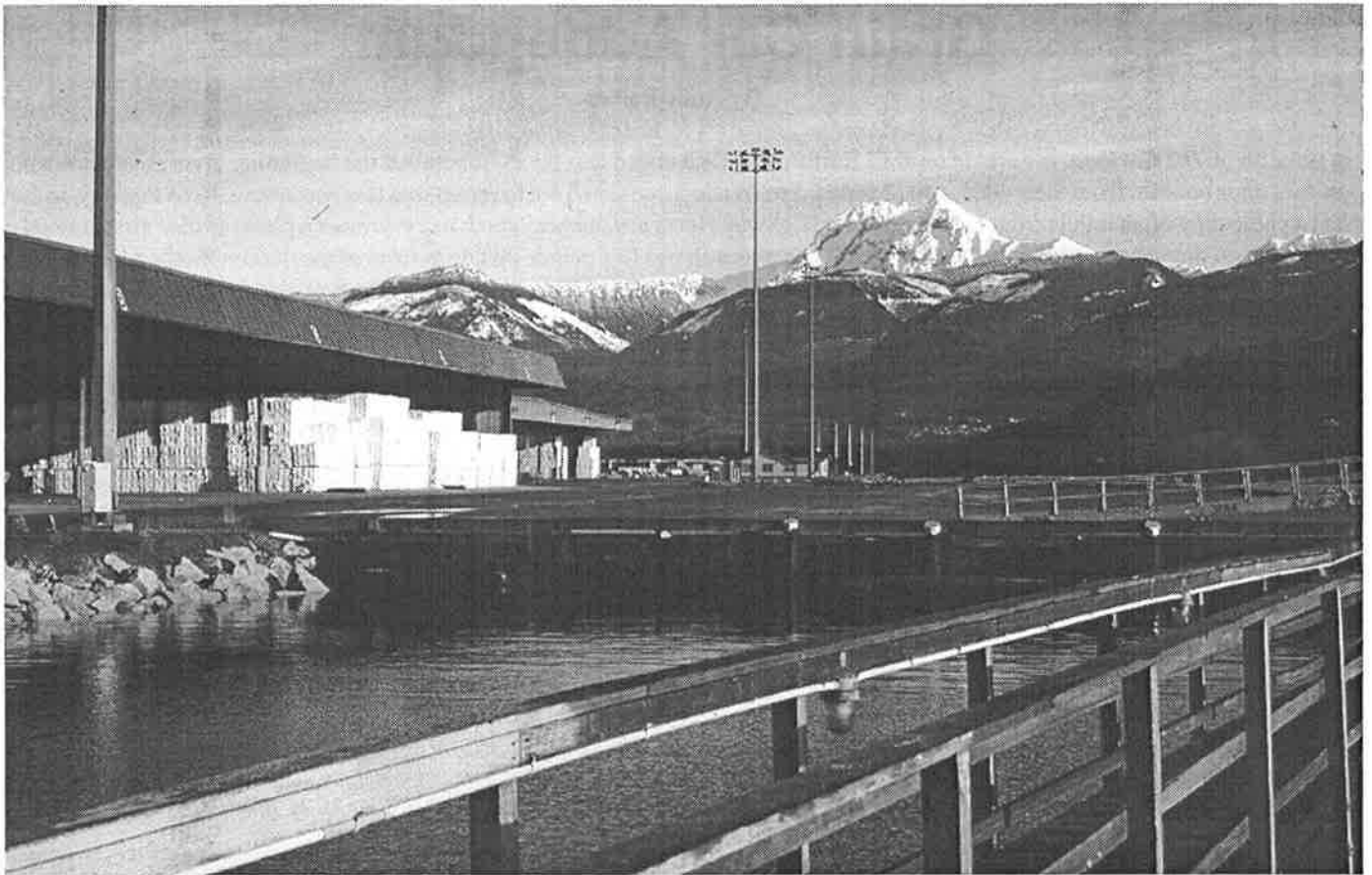
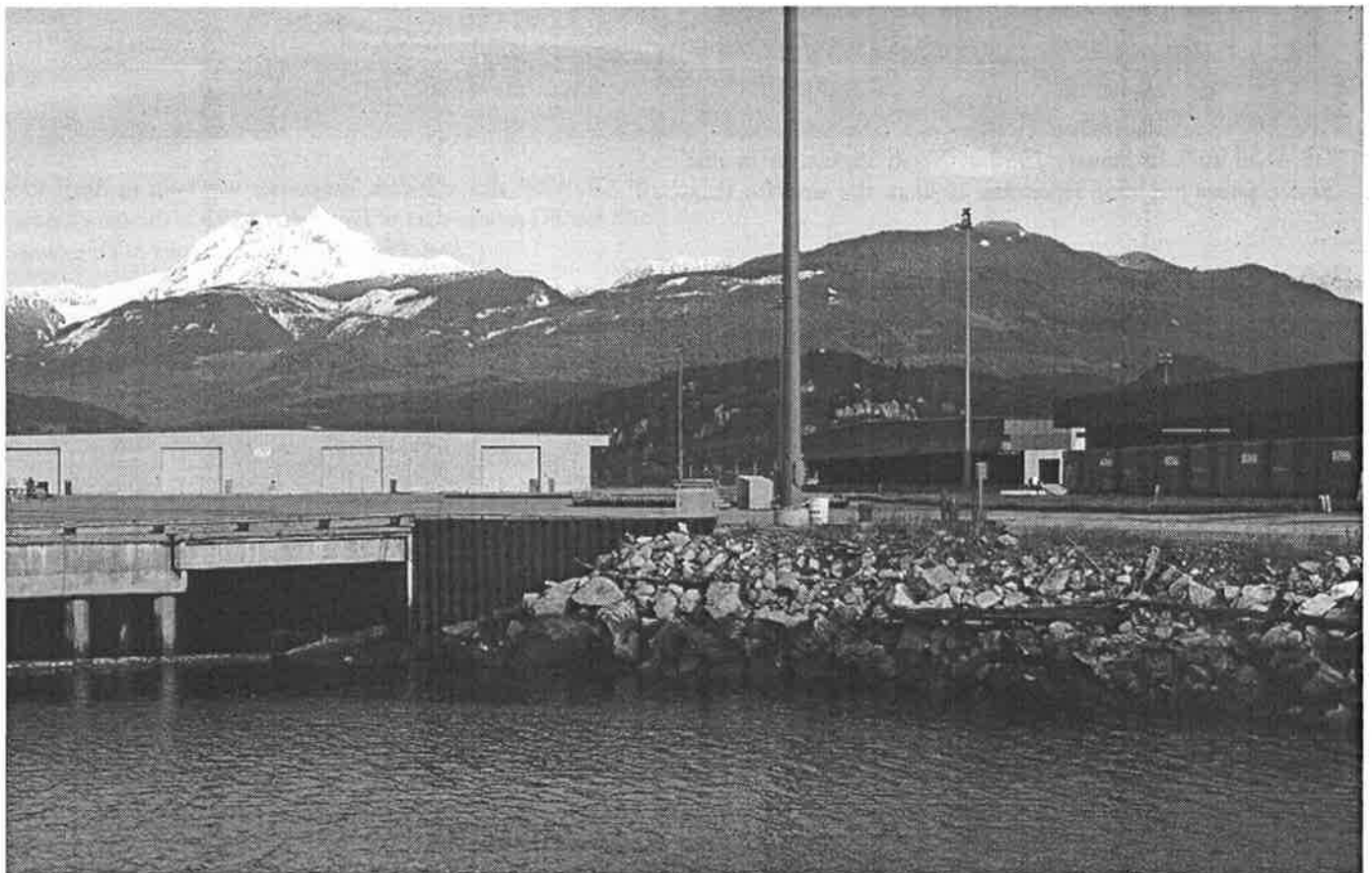


Photo #1 *above* is of the east side of the site looking across berth one with warehouse #1 to the left. The Can Oxy plant is to the right across the water. Both photos looking North.

Photo #2 *below* is of the west side of the site looking from berth two. Warehouse One and Two are seen on the right and Warehouse Three is on the left.



Grain Car Addendum

By Andy Barber

In Issue 36 of *The Cariboo*, my article on B.C. Rail's grain fleet stated that the PGE handled the beginning grain shipments using six-foot door boxcars from their 4001 – 4072 series. Two readers contacted me to report that this was not so. Ross Pugsley, in fact, sent a photocopy of an article from a recent Alaska Highway News newspaper, which had reprinted a photo of the "first carload of grain shipped direct by rail from the North Peace." The photo shows five people posing in front of the data on that boxcar, and what is more important, a BLT – 58 date. This could only be the 4101 – 4300 series with eight-foot wide doors. The newspaper mentioned that this reprint was originally published in their July 1958 paper.

Dan Rowsell showed me two photos of eight-foot door PGE boxcars clearly in grain service. Both of these photos are reproduced below.



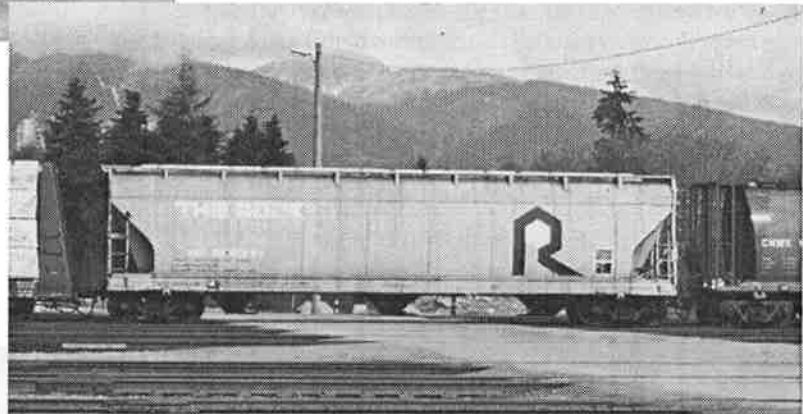
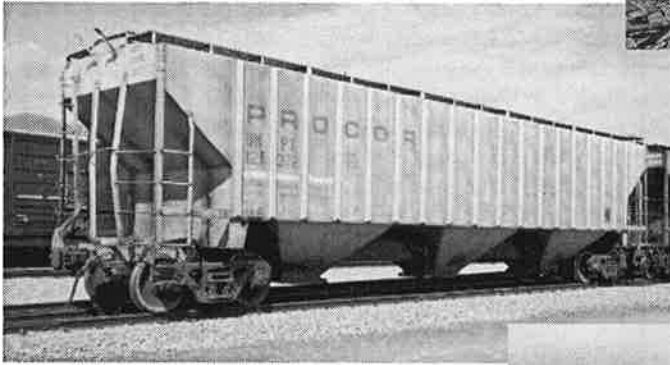
PGE 4126 built in January 1958 at North Vancouver in this undated photo but after September 1970 as the servicing date indicates.

BCOL 4269 also at North Vancouver was built in April 1958 and has PG service date of December 1981 in the stencil box.

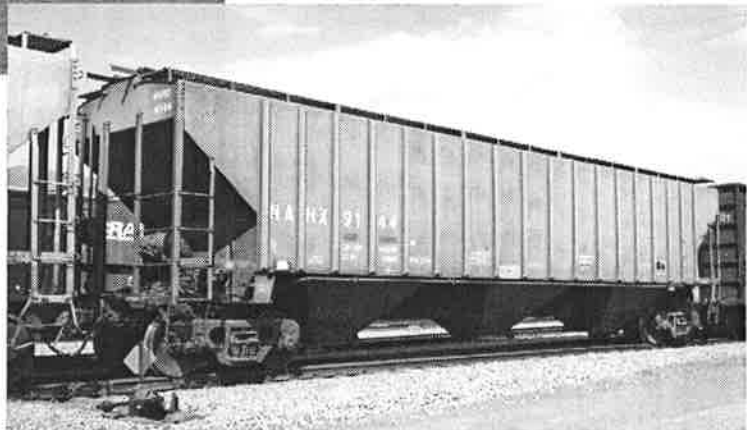
Both Photos from the collection of Dan Rowsell



The grain cars seen in these photos were found on the BC Rail system during the early 1990s



Photos from the Collection of Andy Barber



Modelling the CN C-424s Leased by BC Rail

by Paul J. Crozier Smith

British Columbia Railway leased a number of Canadian National MLW C-424s from April 1977 to October 1980 (see list below for which units). When I set out on this project I obtained an Atlas C-424 model thinking that this will be an easy project. I soon learned that would not be so.

First of all, the first two MLW built C-424s purchased by CN were built to Alco drawings. The rest of them were built to modified drawings made by MLW. The first two look very much like their US counterparts. The rest are more Canadian in appearance with the headlight positioned on the low hood.

Thus came my first decision, to model only one of the first two, one of which was on BCR, or one of the second or third delivery group. After looking at all the changes that would have to be made to do one from the 3202 to 3240 group, I decided to model CN 3200. Pictures are of course the best bet in any modelling project, thus I surveyed my photo collection and other sources at my disposal. All my pictures were rear 3/4 shots in the trailing position and I had to go to my *Rail Canada Volume 1* from LPD Publishing for a front 3/4 shot. Now I could proceed with the project.

The first thing was to remove the pilots from the head and rear ends and the whistle from the cab roof. Also I removed the handrail from between the center handrail stanchions on both ends. I then applied a Sinclair blade type radio antenna to the cab roof where the Atlas model had had the whistle. I then applied a side hood mounted bell to the engineer's side of the long hood. It is placed high on the

hood side just to the rear of the DB air intake. The whistle, a three note chime, was applied to the top of the long hood just to the rear of the cab roof on the engineer's side.

Window awnings were applied over the windows in the retracted position, as any time I saw the unit on BCR they were so. This is probably because they were never used to my knowledge in the lead position. A road switcher pilot by Mineatures by Eric was used for the rear pilot and a road unit pilot also by Eric, used for the head end. Chain was then applied between the stanchions on the head and rear ends and brake hoses. This completed the alteration portion to my Atlas HO C-424 model.

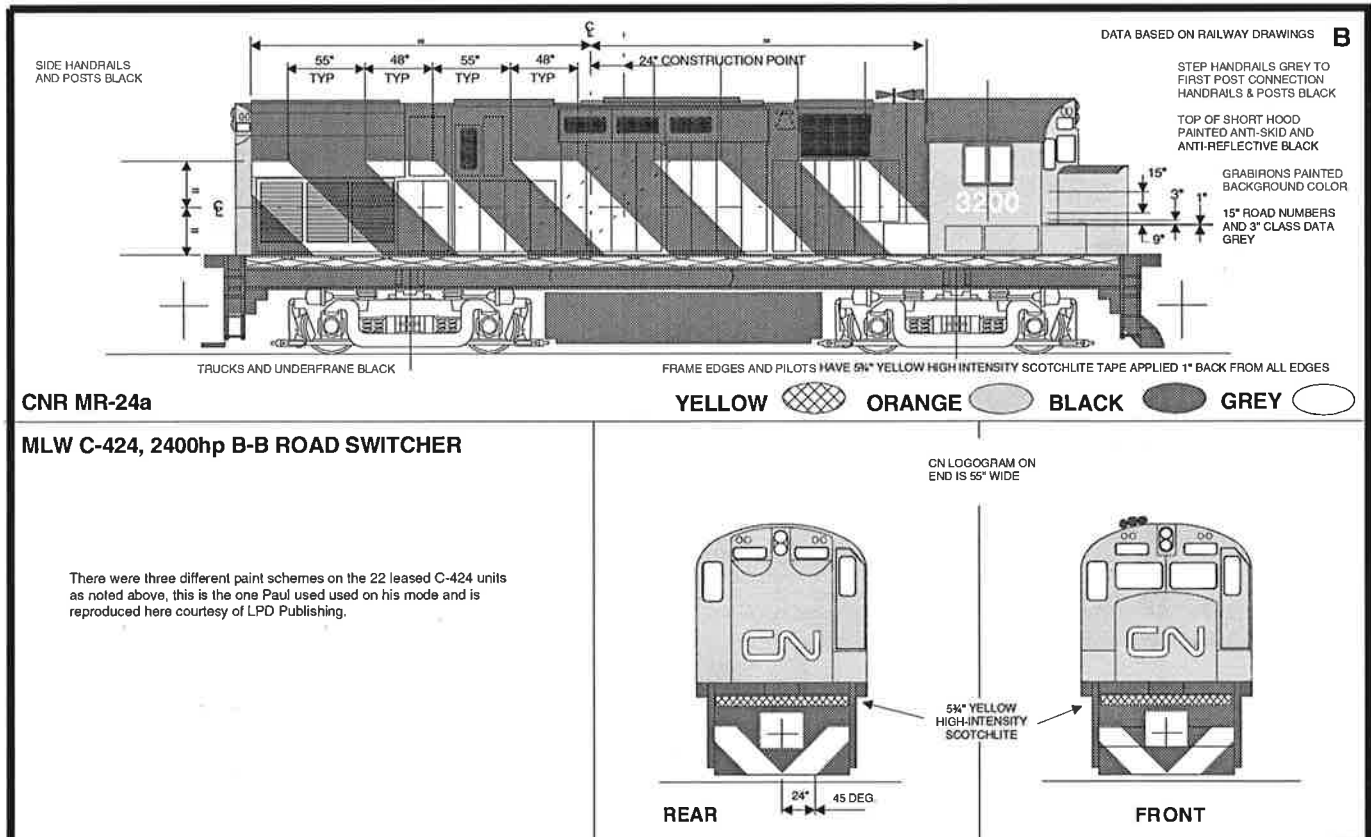
Next was the painting. While on the BCR, the 3200 was in the Black with Orange cab scheme and the Grey stripes. After applying the paint, MicroScale decals for CN locos of that paint scheme were applied. That completed my model.

Of the 22 units leased, Don Lewis located 15 photos of these units on the BCR and has listed the paint work below, s= stripes, m= monogram, m2= monogram with all Orange cab and Yellow reflective frame edge.

List of CN C-424's leased by BCR

3200	3202m	3203m	3205s	3208	3209m2	3211m
3212m	3213m	3214s	3216s	3218	3219s	3222s
3224m	3229	3232	3235s	3236	3237	3239s
3240m						

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Date: October 10, 2000

By: D.C.L.

Drawing N° D-10230A

3203 at Prince George on June 17th, 1977 in the first generation CN Black, Orange & Grey paint work. Note the first units built did not have the bell above the cab windows but on right side behind the DB grill.



3212 left side view has the same paint work as 3203 but with carbide filters in place of the DB air inlet. Photo at Williams Lake, August 29, 1978. Lease began in June of 1978.

All photos by Joseph Mazur



3219, a 1977 lease unit, is found at Colebank siding on May 5th, 1977 in the second generation paint work with the Grey 'Tiger' stripes. Frame edge is Yellow reflective tape in this paint scheme.

3222 came on lease in April of 1977. It has a slightly different Grey stripe location to those on 3219. If you pay close attention to the photo you will note that they are several inches to the rear. Photo taken at Quesnel, on May 11, 1977



3209 represents a quick conversion from the Grey stripe scheme to the CNNA scheme. Paint the carbody Black, then miss the portion of the stripe on the cab rear step.

Unit leased to BCR in June 1979. Photo taken at Prince George July 8th, 1979.

PRODUCTS OF INTEREST

It's very nice to see that the model railway cottage industry is alive and well with respect to PGE/BCR interests. There are announcements in this column that will be of great interest to members of our SIG and several of them are from the "little guys". The "big guys" are not being quiet however and it all adds up to being a nice period of time for us all.

An item which will be of interest to the online portion of our membership is the creation of several online discussion groups including www.egroups.com/group/BCR_Locos, which covers PGE/BCR motive power and is moderated by James Green. Frantisek Aigner is the moderator of the other group, which is www.egroups.com/group/BCRailwayModeller. This group covers PGE/BCR modelling. These two groups are not a substitute for *The Cariboo* but augment it and the PGE/BCR SIG quite nicely. Thank you to Paul Crozier-Smith for making me aware of their existence.

Here is one for down the road about a year or so, although no formal announcement will be forthcoming for several months. I thought that I would mention it now so you can start saving up some money for it. Canadian Hobbycraft have committed to a Montreal Locomotive Works Proto 1000 series including the RS10 and several phases of RS18 in HO scale! I'm told the tooling for the first release, which will be an RS10, is already in progress but no paint schemes have been decided on. Apparently we can expect the tooling to be of a quality near Proto 2000 and judging by the C-Liners, which was also a Canadian Hobbycraft project, this should be really nice. I have offered the resources of our SIG to assist in this project any way possible and the offer has been accepted. More information on this extremely important project to our SIG will follow as we approach the expected release date of October 2001. I can hardly wait!

All Scales

Daly Designs, 1499 Avonlynn Cres. North Vancouver, B.C., Canada, V7J 2V2,

Ph: 604-987-8672, e-mail: dalys@direct.ca
Deanne & Eugene Daly have acquired the Diversions Graphics PGE and BCR artwork from Kevin Knox to compliment their own extensive high-quality artwork files. Decals, including those for the PGE and BCR are available in various size sheets up to 8 1/2 x 11 inches. Contact Deanne & Eugene for decal pricing and availability. Custom artwork is available for \$20.00 CDN per hour, call for an estimate. Eugene also does custom model painting and repairing for the same \$20.00/hr. rate.

The British Railway Modellers of North America (B.R.N.M.A.), 5124 - 33rd Street N.W., Calgary, AB, Canada, T2L 1V4 E-mail: brmna@brnma.com, website: www.brmna.com have released *The Pacific Eastern Railway (Volume Three)* by Timothy J. Horton. This 28-page book can be purchased direct from the publisher for \$13.00 CDN plus GST in Canada and \$2.00 S&H or from your favourite PGE/BCR friendly hobby shop. (Ed note: See the advertisement on page 25)

N Scale

Red Caboose, P.O. Box 250, Mead, CO U.S.A. 80542, Ph: (970) 535-4601, Fax: (970) 535-4251, Website: www.redcaboose.com Further to their announcement of an N scale Thrall All-Door Box Car, a revised list of road names to be produced has been announced. Of interest is Cat #17400 - Undecorated and #17415 - British Columbia Railway. The manufacturer intends to announce further Canadian road names in the future.

Submitted by Tim Horton

Atlas Model Railroad Co., Inc. has released a second run of their N scale ready-to-run Evans double plug door boxcars with new road numbers. Included is Cat. #31002 British Columbia Railway #800447. The placement of the dogwood herald has been lowered slightly for a more accurate appearance.

Submitted by Tim Horton

Micro-Trains Line Co. has released their ready-to-run 50' rib side boxcar, plug door without roofwalk, decorated as Pacific Great Eastern #8027. The N scale model represents the ten insulated boxcars numbered Nos. 8021-8030 built by National

Steel Car in November 1969. They were used to ship commodities which might be damaged by freezing to northern communities. While the prototype car had different ends and roof, the plug door is correct and the sides are close. The model is correctly finished in PGE orange with a silver roof. The black lettering is accurate in placement and style and the PGE map herald is well-reproduced. This is a very nice model of a prototype car, which could be found on the railway from 1969 to the late 1990s.

Submitted by Tim Horton

Sidney Model Works, #404-1138 View Street, Victoria, B.C., CANADA V8V 3M1. Ph: 250-388-0316 has released two N scale cast resin kits for PGE/BCR modelers.

The first is a kit of the wood chip cars built for the PGE by Vancouver Iron & Engineering in 1964 and 1965. They were numbered PGE 9501-9690 and many remain in service today. The kit includes a one piece carbody, separate castings for the door hinges and top braces, and styrene shaker plates. To complete the model one will need to add ladders, grabirons, stirrups, brake equipment, trucks and couplers. The chip car kit sells for \$16.95 Canadian.

The second kit is a model of the gondolas built for the PGE by Hawker Siddley in 1971 and 1972. They were numbered PGE 9251-9300 and PGE 9321-9370 and most remain in service today. The kit includes a one piece carbody, a MDC metal underframe, and styrene letterboards. To complete the model one will need to add ladders, grabirons, stirrups, brakewheel, trucks and couplers. The gondola kit sells for \$15.95 Canadian.

A third kit for the PGE wood chip cars built by National Steel Car will also be available soon, as well as three different styles of the Ecofab fibreglass covers for the gondolas. These were used to equip the cars for copper concentrate service between Gibraltar and North Vancouver.

The chip car and gondola kits may be ordered directly from the manufacturer.

Submitted by Tim Horton

HO Scale

Fraser Valley Railway, 47 Taylor Drive, Toronto, Ontario, M4C 3B4. (For a product list and order form, write to FVR c/o Laszlo Dora.) are happy to announce the following cast resin kits that are available via direct order from the manufacturer.

1. 1968 Trailmobile dry van trailers Kit # 8A - BCR 45' dry van trailer with curbside door \$20.00. Kit # 8B - BCR/PGE 40' dry van trailer with heater appliance/ladder \$25.00

These 'HO' scale kits are highly detailed and appropriate for those modelling from the late 1960's and onwards, for often the odd trailer lingered around well beyond its normally expected lifespan. These highly detailed kits come with all the required parts, less decals, and make for an excellent TOFC load or display model. Also available is a BCOL 53'6" TOFC car.

2. Hawker Siddley 52'6" welded gondola Kit # 10 - BCOL & CP \$26.00 plus shipping Kit # 10 COV 1 - ribbed cover for CP gondolas \$7.00 plus shipping. Kit # 10 COV 2 - smooth cover for BCOL gondolas available shortly - price to be announced. This set of highly detailed 'HO' scale castings will enable the modeller to build a highly detailed model of a Hawker Siddley 52'6" welded gondola. The detail parts such as grab irons, steps, couplers, trucks etc., are not included. A portion of the BCOL gondolas (with covers) carried copper concentrate from Gibraltar to Vancouver Wharves, while others were used for general service. The CP gondolas brought oar through North Vancouver to Vancouver Wharves.

3. Marine Industries 66' bulkhead flat-car Kit # 11V - BCOL, BCIT, CN & CPI - with vertically braced bulkheads \$27.00 plus shipping. Kit # 11H - CNIS - with horizontally braced bulkheads \$27.00 plus shipping. This set of highly detailed 'HO' scale castings will enable the modeller to build a highly detailed model of a Marine Industries 66' bulkhead flat-car. The stake pockets are cast onto the frame, making the project even simpler. Some detail parts including the grab irons,

trucks and couplers are not included.

ATHEARN, INC., 19010 Laurel Park Road, Compton, CA 90220, Ph: 310-631-3400, Fax 310-885-5296, E-mail: Athearn@athearn.com website: www.athearn.com have released a SD40-2 Snoot-Nose, Powered, undecorated, post 1980 Q-Fans Locomotive, Kit #4812, suggested retail \$56.90 USD. Also released is a SD40-2 Snoot-Nose, Dummy, post 1980 Q-Fans Locomotive, Kit #4842, suggested retail \$34.50 USD.

(Ed Note: Some of the features of this model such as the Q-Fans and the exhaust housing are more prototypically correct for the BCR than the Kato model. Mike Nyiri will cover this release as well as Kato's in his upcoming SD40-2 modelling article. BD)

Atlas Model Railroad Company, 378 Florence Avenue, Hillside, NJ 07205, USA Ph: 800-872-2521 (for credit card purchases), E-mail: atlasrr@atlasrr.com Website: www.atlasrr.com Atlas have re-released the HO Scale RS11 in their "Classic" series including realistic die-cast main-frame, five-pole skewed armature motor with dual flywheels for optimum performance at all speeds, directional lighting and come factory-equipped with AccuMate® knuckle couplers. New features include: separately-applied wire grab irons, wheel base corrected, MU hoses and coupler cut bars, improved painting and printing, two painted crew members, frame mounted couplers and NMRA 8 pin plug for DCC. For PGE/BCR kit bashing purposes the Undecorated RS-11, Item #8770 would be appropriate. MSRP \$94.95 USD. *(Ed Note: If Atlas follow their past practice we should see an N Scale release of this model in the new year. BD)*

Atlas has also released another HO Scale BC Rail Evans 53' Double Plug Door Box Car road number, 800430. Cat. #17565. MSRP \$16.95 USD.

Accurail Inc., P.O. Box 278, Elburn, IL 60119, E-mail: accurail@elnet.com Website: www.elnet.com/~accurail/index.htm have released a limited run HO scale 40' Wood Reefer decorated for the Pacific Great Eastern (silver, black graphics w/great Cariboo logo) Walthers Part # 112-1584, MSRP \$9.98, currently in stock at Walthers. *(Ed note: I'm including the*

Walthers information because curiously enough, I cannot find this model on Accurail's website yet I know it actually exists as I've seen it. P.S. it looks good. BD)

William K. Walthers, Inc., 5601 W. Florist Avenue, Milwaukee, WI 53218-1622 website: www.walthers.com Walthers have announced three schemes of Sperry Rail Cars in HO Scale including a 52' Sperry Rail Detector Car Powered, Ready To Run, Sperry Rail Service - Old Scheme, Walthers Part # 932-6271. The second scheme is a 52' Sperry Rail Detector Car Powered, Ready To Run, SRS - Automation Industries, Walthers Part # 932-6272 And the third one is 52' Sperry Rail Detector Car Powered, Ready To Run, Sperry Rail Service - New Scheme, Walthers Part # 932-6273. MSRP \$59.98 USD each, and none currently in stock at Walthers, Expected: 22-Dec-2000

This is what Walthers have to say about them: "Fully assembled and ready for service, the cars are driven by a fly-wheel-equipped power truck and wired for 8-wheel electrical pickup to run smoothly at any speed. A styrene body captures the details and features wire grab irons for more realism. There's also a detailed interior and authentic trucks that simulate the special testing equipment. Classic yellow paint jobs spanning the past 50 years and super-sharp graphics make these cars stand out whenever they roll across your layout. Running at reduced speeds, usually 10 mph or less, they're a fun addition that will make any operating session more challenging."

Canadian Hobbycraft Ltd. 140 Applewood Crescent, Concord, Ontario, L4K 4E2, Website: www.hobbycraft.com Life-Like Canada have released brand new Proto 1000 series HO Scale powered RDC2 "Budd Car" units. The one of interest for our SIG is road number BC Rail BC-23, in the Red, White and Blue scheme, Cat. # LL239724, MSRP \$99.99 CDN *(Ed note: The BC-23 is the Budd that was blown-up in that memorable X-Files episode several years ago. BD)*

Turn the page for more

Model Railstuff have released several Banded Lumber Stack (One-Piece, Painted Plaster Castings) casting in HO Scale including Walthers Cat. #506-141, Plain Ends; 506-140, Green Ends; 506-142, Blue Ends and 506-143, Orange Ends. All are currently in stock at Walthers. MSRP \$4.89 USD

Kaslo Shops Distributing, 2516 Quartz Place, Coquitlam, BC, Canada, V3E 3K9, Ph: 604-945-6516, Website: vww.com/~jwhitmore. Kaslo have announced: "The BCRAIL 50' Combination Pug Door boxcar will now be a one piece casting. This new development should make our kits friendlier to less experienced modelers. We will also be starting to use a new type of resin which will allow us to get our product out to you much faster." The boxcar kit #HK-2, MSRP \$35.00 CDN

Kaslo also now have the long-awaited Sultran Phase 1 Procor 100 Ton Sulfur Gondola on the shelf. Kit #HK-5, MSRP #35.00 CDN.

S Scale

S Helper Service, Have released a Pacific Great Eastern Christmas 2000 Wood Reefer in S Scale, Walthers Part # 641-497, MSRP \$39.95, currently in stock at Walthers.

O Scale

Quality Craft Models, have released an O Scale Alco RS-11, Powered, 2-Rail, 4 wheel truck Gold Edition, undecorated, Walthers Part # 610-14000, MSRP \$299.00 USD, currently in stock at Walthers. A 3-Rail, undecorated version, Part # 610-140000 MRSP \$259.00 is scheduled for a fall release.

Quality Craft are also releasing an O Scale ALco RS-3, Powered, 3-Rail w/Sound, undecorated, Walthers Part #610- 55270, MSRP \$299.00 USD. Scheduled for winter release. A 2-Rail, undecorated version, Part # 610-5027, MSRP \$259.00 USD, release date TBA. (*Ed note: I do not have the contact information for Quality Craft, please advise if you know it. BD*)

BOOK REVIEW

Mileboards of the British Columbia Railway
by Andy Wegmuller

The book is a detailed description of the BCR route from North Vancouver to Fort Nelson, including all the branch lines. This is a mile post by mile post listing of the sidings, stations, cuts, tunnels, public road crossings, wreck sites, bridges past and present and historical notes along the line. Andy has incorporated a lot of information and history over the whole BC Rail. There are a couple of mistakes in the data, which Andy has caught and corrected in the notes on the last page. There are a number of typos but this does not hurt the 78-page book for its great value to railfans of BC Rail. He has placed two pages of 15 colour photos to start the book off. I highly recommend this book to anyone who is interested in BC Rail. It is bound with the convenient cerlox binding to allow opening wide when out railfanning. It is available by cheque or money order from Andy Wegmuller, 7706 Windsor St., Vancouver, B.C., V5X 4A5 for \$23.00 Canadian or \$18.00 US, shipping and handling included.

Submitted by Paul Crozier-Smith

PRODUCT REVIEW

Kato U.S.A., Inc. has produced a model in HO and N scale of the EMD SD40-2 "Snoot Nose" decorated for the British Columbia Railway. The models are finished in the two-tone green "lightning bolt" scheme with a choice of two road numbers: 751 and 756. (see the cover) the Cat. Numbers are #37-2903 & 337-2904 for HO scale and #176-4903 & #176-4904 for N scale respectively.

The N scale versions are significant in that they are the first commercially available N scale locomotives decorated for the British Columbia Railway of a prototype similar to one actually operated by the railway. The N scale models are also the first by Kato to feature a white LED lighting module, a separate snowplow, and knuckle couplers in place of the Arnold version.



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 accomodation 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)

The SD40-2 was produced by EMD in the United States and GMD in Canada from 1972 to 1988. The Kato model is based on an EMD mid-production "Snoot Nose" version with the standard 81-inch SD40-2 nose lengthened to 116 inches to house radio control equipment. The paint scheme depicts the British Columbia Railway's first group of SD40-2 locomotives, Nos. 751-762, which were built by GMD in September and October of 1980 and have a nose length of 102 inches. Other differences between the model and the intended prototype include the arrangement of headlights, classification lights and front number boards. The Kato model features the post-1976 radiator grilles and the standard 48-inch radiator fans. The BCR units have the same grilles but they were completed with the later 'Q' fans.

The models are an accurate representation of the prototype and run well. The two-tone green paint jobs are good with reasonably crisp masking. The handrails and pilots are cast in an appropriate shade

of yellow. The HO models are finished with black decks and walkways, but on the N scale model these are unfortunately cast in yellow. This is due to the fact that on the N scale model the decks and handrails are molded together as one part. This can be corrected by brushing the deck with a coat of Floquil Engine Black. The dogwood herald is reproduced poorly and inaccurately – this can be removed with Accupaint thinner and replaced with the appropriate Microscale decal.

Despite the design differences between the model and the prototype, this locomotive is a significant release for modellers of the British Columbia Railway, providing a ready-to-run locomotive in both HO and N scales. The N scale model in particular fills a long standing need for appropriate motive power. Modellers will no doubt wish to take advantage of the opportunity to en-

hance their models further with the large variety of appropriate detail parts available for these locomotives in both scales. For those wishing to undertake a more serious conversion such as shortening the nose or replacing the fans, this locomotive is also available in undecorated form.

Submitted by Tim Horton

(Ed. Note: Here are my observations regarding the differences between the HO Scale Kato model and the BCR prototype. SIG member Mike Nyiri is in the final stages of preparing an article for The Cariboo on prototypically correct modelling of the BCR SD40-2's. BD)

(Ed. Note: Perhaps if Kato do a rerun they could pick the road numbers from among the EMD built units on BCR, and thus get the correct steps DL)

BCR Prototype	HO Model
102" long low hood	116" long low hood, c/w access door to the radio control compartment
High triple lens classification lights above the front number boards	Single classification lights on front of low hood
High triple lens classification lights above the rear number boards	Blanked out single classification light on the rear
Headlight mounted on the low hood	Headlight mounted between number boards above windows
Bell mounted between front number boards	Bell below frame on Brakeman's side
Pilot mounted ditch lights	None
Steps wells on Canadian built units are a vertical box and are Black except for Yellow painted step edges	American EMD style step wells painted all Yellow
Eight inch White stripes on a dark eight inch wide Green background, both ends	12" wide White stripes on eight inch wide dark Green background, both ends
"Q" type fans	Standard EMD 48" fans
Large exhaust housing	Small exhaust housing
Single rear headlight	Dual rear headlight
Large lifting eyes mounted on edge of running boards above the pilots	None
Flat-top style, pilot mounted snow plow	Flared-wing style, pilot mounted snow plow



Modelling a PGE S-10

by Paul J. Crozier Smith

Another short project I decided to do was to model one of the two Montreal Locomotive Works S-10s that were leased to Pacific Great Eastern from July 1958 to January 1959. These two units were loaned by MLW to PGE to help ease the yard power shortage until their own S-13s were delivered. These two units, the 6612 and 6613, were painted in CPR's maroon & gray block scheme but were lettered for the PGE.

Pictures of these two units on PGE are rather rare. I have a slide that I got from the late local railfan George Hearn. The only other shots that I know of are in *Canadian Pacific's Diesel Locomotives* by Dean & Hanna and *Rail Canada Volume 2* by Donald C. Lewis.

Modelling these units is not a difficult job. Atlas makes a S-3 model that is a good starting point. The first thing you need to do is remove the sand fillers from the top front of the hood and the number boards from the sides of the hood. This can be accomplished with some careful cutting and scrapping.

The next thing you need to do is create new number boards for the front of the hood out of some styrene. Apply them to each side of the headlight with their bottom edge at the centerline of the headlight. They are angled to the outside of the unit. Next apply sand hatch doors (Minatures from Eric RS-18 short hood sand hatches). These go just below the number boards. The only other addition is a walkway grill over the vent on top of the

hood. This can be obtained from Atlas as they make the part for their S-4 model or you can make one from brass etched walkway.

Next you need to paint the unit of course in the CPR Tuscan Red & Gray block scheme. *Rail Canada Volume 2* will help with the painting. One note here in the book it says the back of the cab is Gray. I can not disclaim this as none of the pictures I have seen show the back of the cab, however it was not CPR's practise to paint their units this way. They normally had Tuscan on the back of the cab. So it is your choice which way you paint the back of the cab. If some one has a rear ¾ view photograph while lettered for PGE I would love to see it. Decalling is next and will take several sets to get what you need. I used Microscale CPR decals, some odds and ends I had for the white number board numerals and I had the "Pacific Great Eastern" in maroon made by Diversions (Kevin Knox) decals for me.

This completed the unit except for signal line hoses and reversing lights that you may or may not wish to apply. This makes a good short project that will liven up your PGE/BC Rail layout.

Ed Note: For those of you who don't have a copy of the out of print Rail Canada vol. 2, LPD's soon to be released Mini Series 2-1 on the PGE/BCR will supply the necessary drawing. This will show the correct colour for the back of the cab as Tuscan Red, part of that page is reproduced here. The screen must have come off the old hand made drawing, one of the reasons for computerizing the drawings. DL

NUMBER BOXES BLACK WITH WHITE NUMERALS

SIDE STRIPES 3" WIDE YELLOW

NOSE STRIPES 6" WIDE YELLOW

NOSE STRIPES ON 3" SPACING

TOP STRIPE EVEN WITH SIDE STRIPE AND HAS 4" RADIUS

ALL STEP EDGES YELLOW BOTH ENDS

PGE ROAD NAME 8" HIGH TUSCAN RED

CPR ROAD NUMBERS 12" TUSCAN RED

DATA BASED ON RAILWAY DRAWING B

PGE SW-6 (CPR DS-6k)

MLW S-10, 660hp B-B SWITCHER

The notes normally in this area have been removed in place of the text above describing much of the same material

5" YELLOW "F" BOTH SIDES FRONT

FRAME EDGE, STEP WELLS, TRUCKS AND UNDERFRAME BLACK

GREY

TUSCAN

BLACK

YELLOW

STEP HANDRAILS YELLOW TO FIRST POST

END HANDRAILS AND POSTS YELLOW, BOTH ENDS

SIDE HANDRAILS TUSCAN RED

POSTS TUSCAN RED TO DECKPLATE BLACK BELOW

GRABIRONS YELLOW

WALKWAY TREAD SURFACES BLACK

REAR

FRONT

LPD PUBLISHING

Revision

Rail Canada MINI SERIES 2-1

PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

Section -- DIESEL LOCOMOTIVES

Subject -- PAINTING DIAGRAMS

Railway -- BCR / PGE

Date: October 30, 1999 By: D.C.L. Drawing N° D-20122



6612 with 6613 in their Tuscan Red and Grey splendor at North Vancouver during 1958.

Photo from BC Rail Archives

6613 in the PGE yards at North Vancouver. The original colour photo had a light reflection on the left two thirds of the carbody that made scanning and sharpening a bit difficult.

George Hearn photo, Paul J. Crozier Smith Collection



EDITORIAL

I am very pleased to make the following announcements:

As of November 9, 2000 we are a legally registered non-profit society. The PGE/BCR Special Interest Group Society inaugural Board of Directors are as follows: J.S. (Singh) Biln, Paul J. Crozier-Smith, Bradley O. C. Dunlop, Donald C. Lewis and Douglas A. Race. Doug has a law practice based in Squamish and has generously donated his time in dealing with the legal aspects of forming our society. I believe the rest of us are already fairly well known to our SIG members.

Member Tim Horton has volunteered to assume the duties of compiling and editing the "Products of Interest" column effective immediately. Thank you Tim. If you have anything to submit to the column please contact Tim via e-mail: thorton@aquinas.org or mail to 170 Jupiter Court, Kelowna, BC, V1X 5W5, Canada and I will forward it to Tim.

Member Brian Elchlepp has volunteered to compile and edit the "In The News" column effective immediately. Thank you Brian. If you have anything to submit to the column, please contact Brian at 425-823-7032, e-mail: elclip@ix.netcom.net or mail to 170 Jupiter Court, Kelowna, BC, V1X 5W5, Canada and I will forward it to Brian.

Member Ray Konrath has volunteered to continue as the SIG Treasurer and back-issue coordinator under our newly formed Society. Thank you Ray. New bank accounts will be set-up with Ray and two members of the BOD as the signatories. As most of you know, Ray has been doing these duties for our informal predecessors for several years now.

Member Graham Bennett has volunteered to assume the new position of Membership Chairman effective immediately. Thank you Graham. Graham and SIG Treasurer Ray Konrath live in the same "neck of the woods" and will work in conjunction with each other to keep the books and membership database up to date and in good order. Continue to send your cheques or money orders (payable to The PGE/BCR SIG) and application or renewal forms to Ray at 2166 Lannon Way, Sidney, BC, Canada, V8L 4K2 and they will take care of the business. Please do not send any of this to me as I have no direct access to our bank account and payments have occasionally got lost in my paperwork, causing undue delay.

On other fronts, Member Marcel DeVleiger has submitted several designs to update the cover of *The Cariboo*, copies of which appear in an insert to this issue. Thank you Marcel. Four of five of the BOD like at least one of the designs but no consensus has been reached. It has been suggested to open the logo design changes up to the membership and make a contest out of it. All submissions will be put to the membership to vote on with the winner receiving a four-issue subscription. Another issue that we need guidance from the membership on is the timing and location for our next convention. As of this writing the choices are: 1) On our own in North Vancouver, mid-August, 2002. 2) On our own in Squamish, mid-August, 2002. 3) In conjunction with Trains 2002, the CN Lines SIG and the CP SIG in Greater Vancouver, mid-November, 2002. It was suggested to put these items to a vote of our membership, please be sure to voice your

opinion. See the special insert for more details on both of these items.

In addition to the above announcements there are a several positions that need to be filled for *The Cariboo*; they are listed in the Interchange column. It has become readily apparent that if any semblance of regularly scheduled *Cariboo* release dates are to be attained then more help is going to be needed. The old adage about "many hands sharing the load make it lighter" would certainly apply here. I don't want to become the victim of "burnout" but without these changes, I fear it could easily happen. A few hours of volunteer support every one or two months is all I ask.

We still have a dire shortage of articles on hand for future issues of *The Cariboo*. It is difficult enough to put these things together without having this burden constantly hanging over us. One item that has apparently caused some would-be contributors to not contribute anything is the sentence on the inside cover stating, "Material will be retained unless other arrangements have been agreed on in advance." If you want your material back just say so and you'll get it back, no problem. We have submissions where the author or photographer has sent us copies and have no need for the material to be returned. To avoid the potential loss of valuable originals quality reproduced copies are actually preferred but if originals are sent we will do our utmost to ensure they are handled properly at our end and returned promptly after the article or photo has been published. For technical reasons we would like to keep the material in question until they are published but if you want it back immediately we will do our best to oblige you. If you would like to submit an article but are not sure on what topic we have a list of potential new articles or ones that have previously been published and could use updating. If you have any questions or concerns please feel free to contact me.

Since our name is now the PGE/BCR SIG, this would suggest including current articles as well as the historical and technical ones. To this end, *The Cariboo* embarks with timely information in this issue with Timothy Horton's pictorial essay on the new Dash 9s. I believe our many members who live at a distance to the railway, will appreciate this new coverage. I hope that Tim's work will give more of you out there inspiration to submit photo-essays of your own. Thanks again Tim.

We are in the discussion stages with the Testors Corporation regarding them producing a pre-mixed line of paints for BC Rail. They will be introducing new colours in 2001 for the first time in several years and are interested in current colours only at this time. This is not to rule out PGE and British Columbia Railway colours at a point a little further down the road. If Testors proceed with this, it will be with the assistance of our SIG as Paul Crozier-Smith has agreed to consult them for the modern colours, as will Greg Kennelly for the historical colours. If produced they will be in both Floquil and Polly Scale Railroad Colours and wouldn't that be marvellous?

As a final footnote please remember to act safely and with respect to private property when railfanning. An otherwise enjoyable outing could be ruined by a trespassing fine or a lifetime ruined or ended by an accident with a train.

THINK SAFE – ACT SAFE

BC Rail Concerned for Safety

Stay Off the Tracks — Trains Are Dangerous

VANCOUVER (July 4, 2000) —BC Rail is tightening security and will be prosecuting trespassers on its railway right of ways. BC Rail is concerned for the safety of people who use railway tracks for recreational purposes, particularly in the Squamish-Whistler-Pemberton corridor.

"We want to avoid a tragedy," said Alan Dever, director of communications for BCR Group, the parent company of BC Rail.

"With all the improvements we've made in noise reduction, such as the introduction of continuous welded rail lines that eliminate the traditional clacking sound when trains pass, there is an even greater danger for unauthorized pedestrians on the track," he said. BC Rail train crews have reported a number of near misses in the Squamish-Whistler-Pemberton area in recent weeks. In one case, a beloved pet was killed when the dog's leash became entangled in the rail.

"We hope that parents, businesses that provide outdoors equipment and friends will pass the message: Stay off the Tracks. The tracks, right of way and railyards/equipment are not for hiking, biking, skiing, snowmobiling or to be used as playgrounds or shortcuts. They're dangerous," said Mr. Dever.

"To prevent accidents, we will be stepping up our patrols and BC Rail Police will be pressing trespassing charges which carry a fine of up to \$115," he said. "BC Rail is a good corporate citizen and we do not want to have to notify a family of a serious injury or a death as a result of trespassing on the track sites."

BC Rail is Canada's third largest railway, operating exclusively in British Columbia with interline connections to all rail-served points in North America. BC Rail serves industries such as forest products, coal, sulphur, petroleum products, chemicals and grain. BC Rail also operates barging, passenger services and intermodal operations.

For more information, contact:

Alan Dever

Director, Communications & Public Affairs

BCR Group of Companies

Telephone: (604) 984-5175

Email: Devera@bcrail.com

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e-mail: tandncox@terracon.net

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BCR SD40-2	OMI#5342 #751-752 New, unptd, only 15 made in 1988, very rare	435.00
BCR M-420W	OMI#5275 #640-647 New, unptd	515.00
BCR C-630I	OMI#5280 #701-704 New, mint, unptd, very rare	550.00
BCR H-12-44	OMI#5026 #1004 New, mint c ptd as ex-Weyerhaeuser Lumber Co.	375.00
CFF SW-1	AlcoSam CANADIAN FOREST PRODUCTS, LTD.	
	D-140 Custom painted as #606-has all wheel pickup-MINT	300.00
BCR W-V Van	OMI#3861 #1852-1859 (early) New, MINT, unptd (we have several)	140.00
BCR W-V Van	OMI#3862 Built in 1973 (late) New, MINT, unptd (we have several)	140.00
PGE/BCR Hopper	OMI#3218 New, Mint, c ptd PGE#2102 w/lt gray finish, very rare	205.00
PGE/BCR Hopper	OMI#3218 New, Mint, c ptd BCR#2103 w/lt gray finish, very rare	205.00
PGE/BCR Hopper	OMI#3218 New, Mint, c ptd PGE#2121 w/lt med gray finish, v. rare	205.00
PGE/BCR Hopper	OMI#3218 New, Mint, c ptd BCR#2118 w/lt green finish, very rare	205.00
PGE/BCR Hopper	OMI#3218 New, Mint, c ptd. PGE w/herald #2101w/lt med gray fin.	205.00
BC Rail Flat Car	OMI#1349 Thrall 64' Ctr Beam-New, mint, c ptd as #B71356 dk grn.	180.00
BCR Air Dump	OMI#1371 Austin Western 30 yd. New, mint, c ptd as #6135 lt gr finish	175.00
PGE Ballast W&R ACF	Rodger-Hart 70t New, mint, c ptd #240 brn finish	205.00
PGE Ballast W&R ACF	Rodger-Hart 70t New, mint, c ptd #234 brn finish	205.00

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check out our web site: www.terracon.net/~tandncox/redpinemodeling/

for photos of the above items and other Canadian road sale items.

We also carry an extensive Herald King BCR decal inventory

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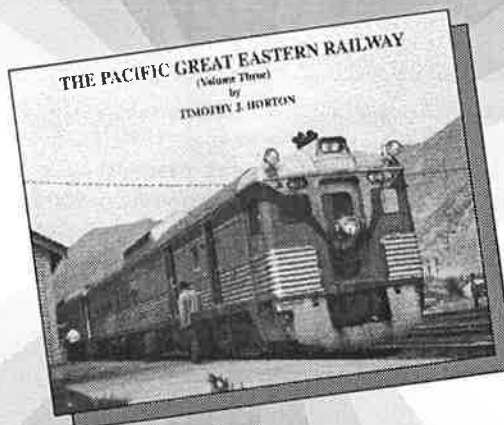
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The PACIFIC GREAT EASTERN RAILWAY

(volume three)

by: *Timothy J. Horton*

This third volume by Tim completes the series on the Pacific Great Eastern and makes considerable use of many new photos and information that have come to light since the first two books were printed.



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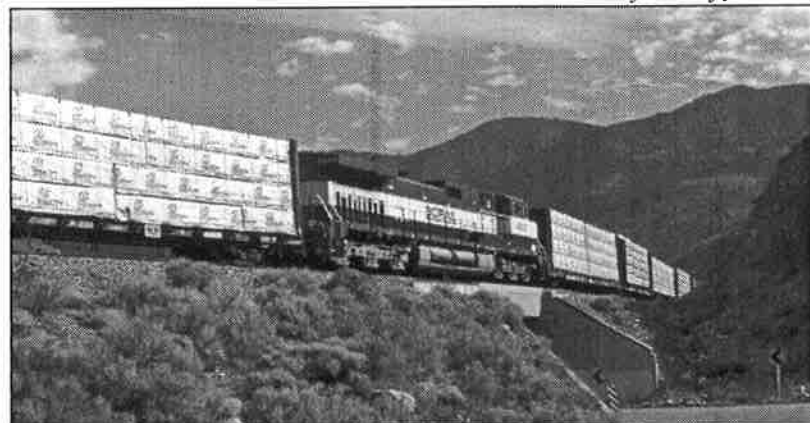
3904 at CEECO (Coast Engine Company) in Tacoma, Washington on November 14, 2000, following refurbishment and prior to delivery to BC Rail. External changes to the ex-LMX locomotive include addition of two sets of ditch lights, verticle mounted headlight on low hood, bell mounted between numberboards and an event recorder on the trailing axle of the front truck. The blue, white and aluminum paint scheme completes the CEECO dress-up.

Photo by Brian Eichlepp



1700 is seen at the diesel shop in North Vancouver Dec. 2000 shortly after delivery from CEECO. This locomotive is specially painted and numbered for use on the new *Whistler Northwind* excursion passenger train. The carbody, fuel tank, steps and pilots are painted dark brown with an orange stripe along the frame edge and a lighter shade of brown below the cab area. The trucks are painted black while the *Whistler Northwind* logos and the 15" high road numbers are white.

Photo by Timothy J. Horton



4642 Dash-9 44CM as a mid-train slave at MP 168 on Lillooet Sub. crossing Hwy. 99 between Fountain and Gibbs, circa 1997. *Photo by Dave Harvey*

The CARIBOO

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

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

The PGE/BCR Special Interest Group Society is an independent, registered non-profit Society operating under the laws and regulations of British Columbia. The society and the National Model Railroad Association are *Independent*, organizations who have chosen to affiliate for the mutual benefit of their memberships, and are not responsible for the the publication and/or actions of the other group.

B&W Advertising rates (C \$) per issue:

One-half page -	\$25.00
One-third page -	\$20.00
One-quarter page -	\$15.00
One-eighth page -	\$10.00

All material to be camera ready.

Design and layout services are available, ask for a quote.



CRS-20 630 switching the Squamish yard in May of 2000 with slug S-404.

The 'Cat' powered switcher was the first unit to be converted to "Belt Pak" operation. Along with the conversion came a new paint job: all blue body, White nose stripes and aluminum painted frame, underframe and trucks. There are no white stripes on the rear end.

Slug was former Alco RS-3 No. 560 purchased from LS&J in 1972 and converted by BC Rail in June 1984.

BC Rail C36-7ME 3626 at the Prince George shops with Electric 6003 on display during the PG Rails '99 convention.

Purchased from Helm Financial this Dash 7 was one of six units remanufactured by GE from C30-7s. By the time BCR got through with them and gave a new paint job, they were in effect a Dash 8 locomotive internally.

ED: In the not too distant future we hope to have an article on converting a commercial model to one of these rebuilds.

Mike Nyiri photos



Lease unit HLGX 6801 with Dash 8-40CM leading on a Southbound freight near Squamish (MB 40.8) in May of 1999.

The spectacular scenery on BC Rail starts at North Vancouver and with few exceptions continues to the North End of the line, just ask someone who has rode the line from bottom to top and back.



4645 on the BCR mainline, east of the First Narrows (Lions Gate) Bridge on October 14, 2000. The string of ten new Dash 9-44CW units are getting ready for the trip to Squamish and then on to Prince George. See the text describing these new units as well as some additional photos by Timothy Horton on pages 10 and 11 that describes the order in detail. Units are painted blue with white stripes and road name. Underframe and trucks painted aluminum.

Extra 4607 North (symbol freight NVJO) is seen at Deeks Creek, north of Brunswick, on October 14, 2000. Nos. 4645-4649 are seen trailing behind Dash 8-40CM No. 4607 and a C36-7ME. The new units would not see lead service until crew training is completed, likely out of Prince George.



A closer view of Nos. 4645-4649 at Deeks Creek, pictured as they make their first trip north as part of the Navajo (NVJO) on October 14, 2000. The angle of this photo is just high enough to show that the walkway tread surfaces are also painted aluminum. The end headlight is unpainted stainless steel.

*All photos by
Timothy Horton*