

# The CARIBOO

A Publication of the PGE/BCR Special Interest Group Society

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Fall 2002



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### Cover Photo

Basil V. Franey took a second trip on the PGE after he emigrated to Canada, this time in 1956 with a colour slide camera in hand.

Photos of the trip North are on the back cover. This cover shot is of an RS-3 and caboose leading the passenger train South over the Cheakamus Canyon bridge.

## The CARIBOO

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# IN THE NEWS

The Starlight Dinner Train and the Whistler Northwind completed their last runs at the end of this season. BC Rail put all of its passenger and TOFC equipment up for sale. BC Rail's website ([www.bcrail.com](http://www.bcrail.com)) has listed details of the sale, with deadlines for bids.

In mid 2002 CN Rail ran another one of its special passenger trains with the two 'E' units and a number of business cars from North Vancouver to Prince George over BC Rail with a stop at Whistler for the passengers.

There was an article in the Vancouver Sun in early September indicating that BC Rail President Mark Mudie and Vice-President Debbie MacLagan have abruptly left their positions with BC Rail. Personal and confidential issues were stated as the reason.

The planned West Coast Express trip on BC Rail to Whistler on September 28 was cancelled due to the high cost of post-September 11 insurance problems. They do hope to reschedule this trip at a later date.

BC Rail will be reverting to operating coal trains daily from September 29 through October 11 with 106 cars per train in order to reduce the stockpile of coal at Teck. Once again CN locomotives will operate coal trains from CN to the mine and return to CN. Three BC Rail Dash 9-44 locomotives will be utilized on the loaded trains from Teck to Table/Tacheeda. There they are set out for movement back to the mine on the next empty set so that they can be utilized on the next loaded train. The Sunday September 29 train was due to operate ex-CN with five locomotives (two CN and three BC Rail, 106 cars, and operate as per the above thereafter.

Effective in early October the Chetwynd crew now works right through to Fort St. John and then returns to Chetwynd with a train for connection through to Prince George. Evidently this saves a set of power.

The Whistler Northwind arrived in North Vancouver on September 19, 2002, completing its final run of the season and its brief history. The Starlight Dinner Train will continue to run to October 21 before finishing its season and history. The Budd car service was scheduled to finish on October 31 (see article on page 5 of this issue). In preparation for the last run of the RDCs and the commencement of the Rail Shuttle Service between Seton Portage and Lillooet, track work has been completed at Seton for storage of the Rail Shuttle Vehicles. The back track at Seton has two switches with trackage removed in the middle. The northern portion will be used for storage of the Rail Shuttle Vehicles and the southern portion is available for normal use.

BC Rail's dinner train was so filled to capacity and so many trips sold out that an extra trip was added on Monday, October 21, 2002. This was the last chance for a ride as the train has now ceased to run.

As part of its three-year Business Plan, BC Rail committed to review the feasibility of short-lining its Fort Nelson Subdivision as a means to reducing costs. By June 2002, BC Rail had short-listed three potential candidates. However, after review, BC Rail determined that it was unable to reach a suitable arrangement for both BC Rail and a potential short line operator of the subdivision. It was decided not to proceed with short-lining the Fort Nelson Subdivision at the present time.

The final Cariboo Prospector passenger train ran on October 31, 2002. The train was held up by protests at Williams Lake and Seton Portage as well as other locations, making it after midnight before the train arrived back at North Vancouver. This was a four-car train south of Lillooet, as had been the case for the past several weeks. BC-11 was having problems with the smell of diesel fumes affecting passengers and was thus sidelined.

The Seton Lake Indian Band and BC Rail launched the new passenger rail shuttle service between Darcy and Lillooet on November 1, 2002. The new

operation is a public service which will run year round on BC Rail and will make at least one return trip from Seton Portage to Lillooet each day. The shuttle service will use two new 20-seat rail shuttle vehicles (RSVs) numbered TU-108 and TU-109. They bear a resemblance to the PGE's old gas car No. 106. The Seton Lake Indian Band will manage the passenger bookings, ticket sales, revenue collection, marketing and customer service, and BC Rail will operate the units. Service between Darcy and Lillooet will be on a demand basis, with at least four passengers required per trip. All passengers must pre-purchase tickets by making a booking at least three days in advance. Shuttle Saver tickets will be distributed by the Seton Lake Band at select stations and/or aboard the RSVs. Ticket pricing will be similar to current fares in the corridor - exact prices will be released in the near future. The Rail Shuttle Vehicles will service Darcy early in the morning prior to departing for Lillooet if more than four persons have made bookings at least three days in advance. Similarly the RSVs will service Darcy in the afternoon as an extension of the afternoon run from Lillooet to Seton Portage.

Effective October 28, 2002, passengers can book their travel by calling 1-250-259-8300. There are plans to install a small turntable at Darcy so that single car operation can take place.

A review of facilities has also taken place with the following proposed changes as part of the cost reduction strategy: closure of North Vancouver diesel shop and steam shop; closure of Motive Power 1, Quonset and B&B buildings at Squamish; removal of intermodal ramps and sand tower at Williams Lake; closure of station and removal of intermodal ramps at Quesnel; closure of B&B, C&S, Section and Vehicle facilities, freight shed, and work equipment shop at Prince George; and demolition of Section facilities at Fort St. James. Tumbler Ridge will see all structures vacated in 2003 subject to mine closures and the removal of ten miles of track.

A leaked document from BC Rail which was aired on local television stations indicated that BC Rail might be for sale by the provincial government. It was said that the Washington Group (Mon-

tana Rail Link) was the leader along with BNSF and CN Rail. Omni-Trax also expressed interest. However, the Minister of Transportation Judith Reid and the Premier Gordon Campbell met with the representatives of these companies in Prince George and informed them that the railway was not for sale. The Vancouver Province newspaper had an article stating that Premier Gordon Campbell is ruling out a wholesale sell-off of BC Rail, but is leaving the door open for a public-private partnership. He is quoted as saying: "The BC Rail rail bed is going to be owned by the public of British Columbia forever". To date the BC Government has yet to attract any interest in its public-private partnerships to date.

On November 22 and 23 BC Rail held a silent auction at the North Vancouver station to sell off all kinds of materials related to the passenger services.

Another movie was being shot on BC Rail in November. The locomotive used was the Kettle Valley Steam Railway No.3, a Shay. The crew was ordered for 0630 Sunday, November 24 and ran to Squamish with BC Rail caboose 1861. A fuel and water stop was made at Porteau. At Squamish, the train picked up SD4-2 No. 758 and the rest of the equipment for the movie, which included three coaches leased from Terry Ferguson's collection. The train tied up each night at Cheakamus during the shooting and returned to North Vancouver on Saturday, November 30.

On Sunday, December 15, 2002 it was announced that former BC Rail President Mark Mudie has launched a lawsuit over wrongful dismissal. The documents allege that BC Rail executives conspired to weaken the corporation's financial situation in a bid to force the provincial government to sell it off and thereby trigger generous severance packages for top officials. These allegations point to an interesting internal fight among top BC Rail brass. It is likely there will be lots more on this by the time it goes to court.

The trade unions still claim that BC Rail will be sold by the BC Government though the government denies this. The unions point to the sale of stevedoring services at the Fairview Terminal in Prince Rupert as well as Canso Terminals and Canadian Stevedoring in North Vancouver from BC Rail to a United Kingdom company P&G Ports as evidence. They also point out that the marine division of BC Rail has already been sold to an offshore company.

## MOTIVE POWER NEWS

By Paul J. Crozier Smith

After a frame check the Louis Dreyfuss unit which went north on BC Rail some months ago is finally identified as ex-ATSF EMD GP7B 2789A which was later given a cab by ATSF at which the time it became 2244 before going to Dreyfuss.

Steam locomotive 2-8-0 3716 has been put up for lease by the BC Government which owns the unit. The bid must be for use in BC; otherwise it is completely open.

It did not take long for some of the passenger cars to leave BC Rail. Spotted in Seattle's Balmer yard on September 24th were two yellow/brown passenger cars - the D'Arcy (BCOL 1740) and Strathnayer (BCOL 1701). It was not known where they were headed or who their new owners were. As of October 31, 2002 the Alta Lake, Birken, Brunswick, Dragon, Exeter, Kelly Lake, Lions Bay, Seton, Shalath, Sunset Beach, Cariboo and Northern Summit had been sold. In the freight department, TOFC cars in the series 7000-7205 had been sold. Also RDC's, BC-15 and BC-30 have been sold to a private individual for the tourist operation on the Milford & Bennington Railroad in Wilton, New Hampshire. Sold to various parties: BCOL 9303, Alta Lake, Birken,

Brunswick, Capilano, Chasm, Exeter, Horseshoe Bay, Kelly Lake, Lions Bay, Porteau Sunset Beach, Whistler, CPR bought the Dragan, Seton and Shalath. That means all of the ex-Royal Hudson cars are now gone. Also sold were business cars Cariboo and Northern Summit (which used to be Premier W.A.C. Bennett's private car). The only business car left for sale is the Norman McPherson. The Whistler Northwind cars (the three glass top "dome" cars 1720, 1721 and 1722, the Pavilion and the Glenfraser which have been stored at the Via station in Vancouver) were sold to Via. It is rumoured that these cars will be used on an upgraded Skeena. Also it is rumoured that Oregon Department Transportation has bought RDC-3 BC-31, and RDC-1's BC-10 and BC-11 but apparently is waiting Federal funding. The Pacific Starlight dinner train cars are still for sale.

Stored as of October 31, 2002 were: M420's 641, 644, 646 and 647; SD40-2's 744, 745, 748-750, 753, 756, 757 and 767; B36-7's 3602-3604, 3610, 7488, 7489 and 7498; B39-8's 1700, 3904 and 3907; C30-7u's 3621-3626 and GF6C's 6001-6007. As of January, 2003 the following are stored M420's 641, 644, 646, 647, SD40-2's 744, 745, 749, 753, 756, 757, 761, B36-7's 3602, 3603, 3610, 7488, 7489, 7498, C30-7u's 3621 and GF6C's 6001-6007. The following units are stored unserviceable at Squamish and up for disposal: M420's 641, 644, 646 and 647, SD40-2's 744, 745, 749, 753, 756, 757, 761, B36-7's 3602, 3603, 3610, 7488, 7489, 7498. Stored unserviceable at Prince George and up for disposal are GF6C's 6001-6007.

On November 15, 2002 Via #2 departed Vancouver with BCRail RDC-3 BC-30 and RDC-1 BC-15 behind the Park car. They are destined for Montreal and eventually to New Hampshire. The cars are marked as MBRX 15 and 30 respectively.

# End of BC Rail's Passenger Service

November 1, 2002 was a sad day on BC Rail. After running passenger services for some 86 years of steam, diesel and RDC, BC Rail was forced to call it quits. The RDC's had run since 1956 and were showing their age. New equipment was needed but with its owner, the Provincial government strapped for cash, the subsidies that kept the passenger service going were cut.

The Cariboo Prospector was scheduled to make its last run on October 31, 2002 but with people lining and a couple of protests of the removal of service along the track, particularly in the interior of BC the train did not arrive until the early hours of November 1st. The consist south from Prince George was BC-31 and BC-11 with the BC-10 and BC-30 being added at Lillooet where they had arrived from North Vancouver. In recent times the Cariboo Prospector had been daily to Lillooet and twice weekly to Prince George.

The Pacific Starlight dinner train which had started service in 1996 and had been marginally profitable and popular was also cut October 21st. It had been sold out much of this season and had carried 26,000 passengers a 24 percent increase in ridership.

The Whistler Northwind with its high end service could not make a go of it after two years of service. With the terrorist menace and 9/11 it turned out that the Whistler Northwind was the right train with a good plan, but at the wrong time. The high end service had made its mark in other markets but of late people were staying close to home which doomed the train. The train arrived at North Vancouver on its final run on September 19, 2002.

With these trains gone that left the newly inaugurated, November 1st, rail shuttle service between D'arcy and Lillooet was all that was left. This service is run by

the Seton Lake Indian Band. BC Rail for its part supplied the two 20 person rail shuttle vehicles and a track gang member to run the cars.

By Paul J. Crozier Smith  
Photos by David Layland  
[railphotography.com](http://railphotography.com)

See the story on  
page 18 for the  
successor service  
along Seton Lake.



Photo by David Layland  
Lillooet, BC - Oct 31, 2002

*above* At Lillooet BC Oct. 31, 2002

*below* At Greening, BC Oct. 31, 2002



Photo by David Layland  
Greenside, BC - Oct 30, 2002



North Vancouver, BC  
October 30, 2002



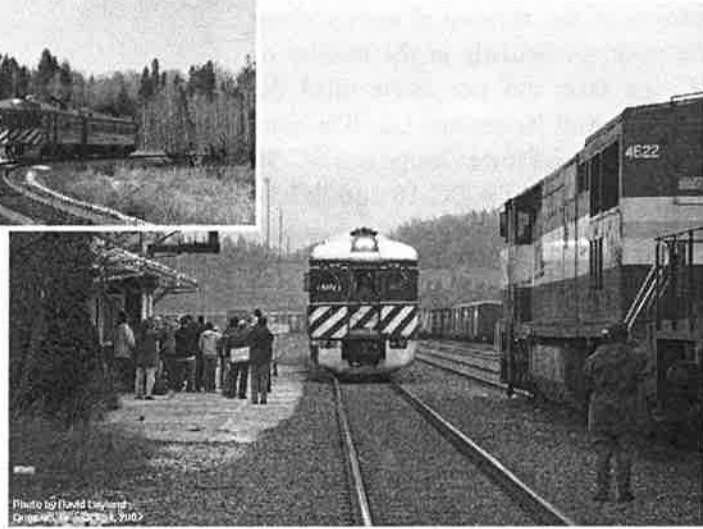
Prince George, BC  
October 31, 2002



Greening BC  
October 31, 2002



Lone Butte, BC  
October 31, 2002



Quesnel, BC  
October 31, 2002



Williams Lake BC  
October 31, 2002



Exeter, BC  
October 31, 2002





## ***BCR FREIGHT CARS IN N SCALE PART 5: THE 52'-6" TRAILER FLATCARS***

by

Timothy J. Horton

Model Photography by Wayne Sutton

Since 1956 the Pacific Great Eastern Railway has provided shippers with a regular piggyback service between North Vancouver and northern communities along its line. The first trailers to be hauled were chained to the decks of standard forty foot flatcars. In 1960 the railway converted 31 of its 52'-6" standard flatcars for dedicated piggyback service, and they were renumbered BCOL 7000-7030.

This article will describe how to model the 7000-7030 series trailer flatcars in N scale. While this article describes an N scale project, similar results should be possible in HO scale utilizing the Proto 2000 flatcar.

### **The Prototype**

The Pacific Great Eastern Railway converted 31 flatcars from its 1222-1473 series, which were built by National Steel Car between 1954 and 1965. As originally built, these cars featured riveted side sills and wood decking. Length over the end sills was 52'-6". The conversion process involved the installation of end ramps, side rails, a single ACF retractable hitch, and steel deck plates on either side of the hitch. The cars were renumbered into the 7000-7030 series, and some were modified during the 1960s to accommodate 45 foot trailers. These cars were withdrawn from service during the mid 1990s.

I decided to model eight cars as they appeared in the 1980s. I had already completed several standard flatcars in N scale (see Part 3 of this series in Issue 31 of *The Cariboo*), and realized that the same techniques could be used to create a batch of 7000 series trailer flatcars.

## **The Model**

Like the earlier flatcar project, this conversion utilizes the Con-Cor N scale flatcar. The first stage in building the trailer flatcars is identical to the flatcar project described in Issue 31, and involves lengthening the body shell and adding end sills. This process will be described again here briefly, and the diagrams are reproduced for your convenience. For a more detailed explanation, please refer to the earlier article.

Assuming you are going to construct two cars utilizing three body shells, remove the metal underframes and arrange the body shells as illustrated in fig. 1. Note that the cuts are to be made next to the stake pockets on the side of the car, and between boards on the deck. After cutting through the cars, the edges to be joined should be squared up and any irregularities removed. Rearrange the parts as illustrated in fig. 2 and discard those which are not required. Glue the sections together and allow the cement to harden overnight. Once it has hardened completely, sand the underside of the carbody smooth.

Next, prepare the underside for the end sills and mounting of the couplers. With these cars, the couplers must be installed prior to painting in order to facilitate construction of the end sills. File the corners underneath the end of the deck to a 90 degree angle as shown in fig. 3. Assemble and install a pair of Micro-Trains #1027 couplers. After testing the couplers for correct operation, trim the coupler screw as close to the deck of the car as possible.

With the couplers attached, it is now possible to add the end sills. Using Evergreen .020" x .060" strip styrene, fabricate two pieces which fit snugly between the coupler box and side sills. On these models I elected to relocate the brakewheel to the end sill. This was accomplished by filling in the original mounting hole and fabricating a new brakewheel housing from strip styrene. I installed a Gold Medal Models brakewheel with a shaft made from brass wire. I also decided to remove all of the molded grabirons and sill steps, and replace them with Gold Medal Model parts. These changes were relatively easy to make and significantly improved the look of the models.

## **The Underframe**

The underframe for these models snaps into place beneath the bodyshell. You can cut them in half and move each end out to the required location, leaving a gap of approximately 3'-6" in the middle. Alternatively, you can cut and rearrange the parts to create a full length underframe. I chose the latter method in order to produce a heavier car. After cutting the underframes, dress the pieces with a #10 mill bastard file. Pay particular attention to the edges and the top surface of the underframe in order to ensure a good fit with the carbody.

Each car requires a pair of Micro-Trains #1001 Bettendorf trucks (without couplers). The package contains a pair of adapters which are designed specifically for Con-Cor cars. Insert the adapter through the top of the bolster pin hole on the underframe halves, and slice off the part which protrudes above the hole. Attach the trucks to each underframe section and make sure they swivel freely. If the wheel rims touch the underneath of the carbody, try inserting the Delrin washer which is supplied with the trucks. Alternatively, the problem can be rectified with the use of low profile wheelsets. This completes the construction of the basic standard flatcar.

## **TOFC Details**

With the basic flatcar now complete, it is time to add the TOFC details at the 'A' end of the car. Refer to figs. 4 and 5 for construction and placement of the various parts. The hitch must be located so that the hole for the trailer kingpin is situated 5'-6" from the 'A' end of the car. The hitch requires a shim to attain the correct height - I used a piece of .015" x .060" strip styrene which was cut to a length of five scale feet.

The deck risers on either side of the hitch are made from timbers 14 feet long and 10" wide. They provide clearance between the retracted hitch and the trailer undercarriage during loading and unloading. I constructed these from three strips of .015" x .060" styrene which were glued together. The risers should be tapered at each end, and the top



surface should be roughed up to simulate a wood grain. The deck risers should be located 6" in from the sides of the car. The end of the deck riser should be set in slightly from the end of the car - this will leave a small ledge on which to attach the end ramps. The deck plates at the 'B' end of the deck risers measure 2' x 4' and were made from .005" sheet styrene.

The side posts are 'L' shaped and must fit inside the stake pockets. Make an 'L' girder measuring .030" x .030" square using a combination of .010" x .020" and .010" x .030" styrene. I made numerous girders and cut them into lengths of two scale feet using my NWSL Chopper. Glue the side posts into the stake pockets as shown, taking care to ensure that they are upright and square.

The side rails are made from Code 40 rail which is cut to lengths of 48 scale feet. The rails need to be tapered at each end, and the paint should be removed from the underside of the rail to ensure a good glue joint with the side posts. I attached the side rails at this time, but if I were doing it again I would wait until the ramps were attached as they have a tendency to break off when handling the cars.

The end ramps measure 48" x 30" and were constructed from .005" sheet styrene. The stiffeners on the underside of the ramps were added using various lengths of strip styrene. See fig. 6 for a diagram of the ramps. If you are building more than a few cars, you may wish to build one ramp and have it cast, as I did. The edge of the ramps should rest on the ledge next to the deck risers. Don't worry about locating them at the same angle - these cars were often seen with the ramps at different angles.

The hinge assemblies are made from 1" square stock. I fabricated these from lengths of .010" x .010" styrene which were filed down from .010" x .020" styrene. Cut and install the piece attached to the ramp first, and then cut the right angle piece to the correct length. This should be attached to the top of the last side post at the 'A' end. Once the glue has set, the joint between the two hinge pieces can be carefully filed smooth.

The last step is to install the side rails. The base of the rail goes against the side posts, and the rails should be located just above the deck of the car. Once the cement has dried, the side posts should be trimmed so that they are flush with the top edge of the rail. This completes the installation of the TOFC details.

## **Painting**

The prototype cars retained their Freight Car Red paint and most of their original stencilling upon conversion. After 1972, these cars were repainted dark green and lettered for the British Columbia Railway. Prior to painting the draft gear should be protected with a small piece of tape. For BCR Dark Green, I recommend a mix of one part Floquil Black, one part Reefer Yellow, and four parts of #110040 Dark Green. This colour should be applied to the entire car. After this has dried, apply a wash of dark brown to the deck timbers, risers, and ramp surfaces. The top of the hitch can be painted black to simulate the greasy surface there.

My cars were lettered with decals and dry transfers from a variety of sources. The reporting marks, road numbers, and British Columbia Railway lettering were created on the computer by my friend Greg Kennelly. These were then produced as dry transfers and applied to Microscale Clear Trim Decal Film (TF-0). An alternative is to obtain the reporting marks and road numbers from CDS set N-255, and the British Columbia Railway lettering from the 20" dogwood heralds in Microscale set #60-783. The consolidated stencils, dimensional data and reflectors came from CDS sets N-255, N-238 and N-105 respectively. After all of the lettering has been applied, the car should be sealed with a coat of Micro Flat.

## **Completion**

It is now time to test fit the two underframe halves with trucks. The section with the air reservoir should go at the 'A' end, away from the brakewheel. Cement in place with CA adhesive, taking care to ensure that adhesive does not enter the top of the bolster pin holes. Your trailer flatcars are now ready for service on your layout.

## Trailers

The BCR and Safeway reefer vans seen in the photographs were made using Micro-Trains 45' trailers. A fuel tank was fabricated from styrene tube, and a reefer unit from Fine N-Scale Products was added. The flatdeck trailers were built from Herpa trailers. I also built container trailers using Deluxe Innovations containers and Interail chassis.

## Service

These cars were used to haul trailers between North Vancouver and northern communities with TOFC facilities including Williams Lake, Quesnel, Prince George, Chetwynd and Dawson Creek. They could be seen carrying the railway's own dry vans and reefer vans, flatdeck trailers, and container chassis. They also carried colourful reefer vans belonging to Canada Safeway and Labatt's.

## Conclusion

This project taught me how easy it is to superdetail cars with etched metal parts, and also to create parts with styrene. The next article in this series will provide an update with respect to available N scale freight car models for the British Columbia Railway.

## Acknowledgements

Prototype data and information was obtained from the July 1980 issue of the Mechanical Department's Revenue Freight Car Catalogue. Prototype photographs and field measurements were kindly provided by Trevor Mills and Mike Mohr. I would also like to acknowledge the assistance of Jeff Briggs, Eugene Daly, Greg Kennelly and Manfred Schleger during the various stages of construction of these cars. Finally, I would like to thank Wayne Sutton who photographed the models.

### BILL OF MATERIALS

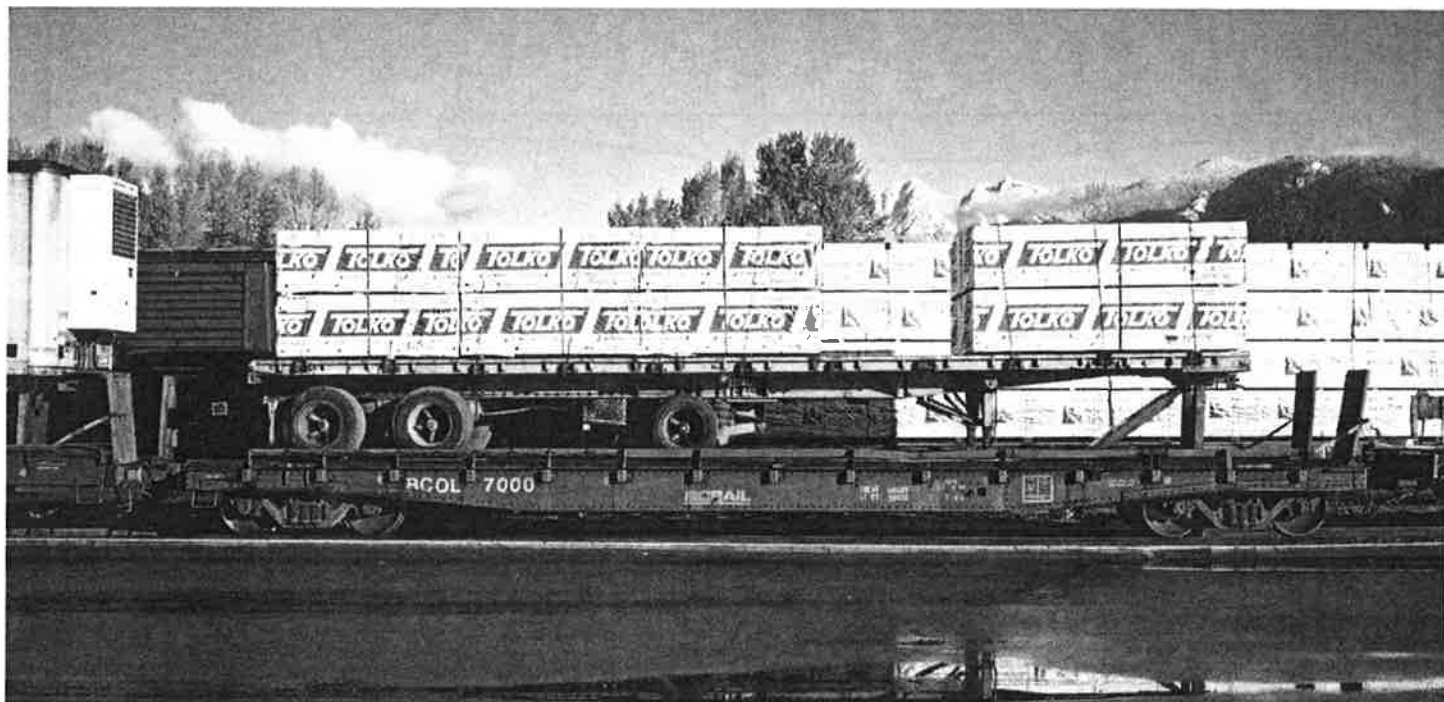
[For Two Cars]

#### Parts

Con-Cor	#1201	50ft Steel Flatcar undecorated)	3 cars
Evergreen	#100	.010 x .020 strip styrene (for side posts)	1 pkg
Evergreen	#101	.010 x .030 strip styrene (for side posts)	1 pkg
Evergreen	#113	.015 x .060 strip styrene (for deck risers)	1 pkg
Evergreen	#116	.015 x .125 strip styrene (for hitch shim)	1 pkg
Evergreen	#123	.020 x .060 strip styrene (for end sills)	1 pkg
Evergreen	#9009	.005 sheet styrene (for end ramps, plates)	1 pkg
Gold Medal	#160-47	Modern Boxcar Details (for sill steps)	1 pkg
Gold Medal	#160-56	Assorted Grab Irons	1 pkg
Micro Engineering	#16-040	Code 40 Rail (weathered)	1 pcs.
Micro-Trains	#1001	Bettendorf Trucks w/o couplers (2 pair)	2 pkg
Micro-Trains	#1027	Body Mount Short Shank Coupler (2 pair)	1 pkg
Micro-Trains	#1066	TOFC Trailer Hitches	1 pkg

#### Decals and Dry Transfers

CDS	#N-105	dry transfer set for CPR flatcars
CDS	#N-238	dry transfer set for BCR woodchip cars
CDS	#N-255	dry transfer set for BCR bulkhead flatcars
Microscale	#60-783	decals set for BCR two tone green locomotives
Microscale	#TF-0	clear trim film for converting CDS dry transfers



**Fig. 7 above** BCOL 7000 with loaded trailer at North Vancouver in August 1994.

*Photograph by Timothy J. Horton*

**Fig. 8 at right** N Scale model of BCOL 7007 with loaded BCRZ flatdeck trailer.



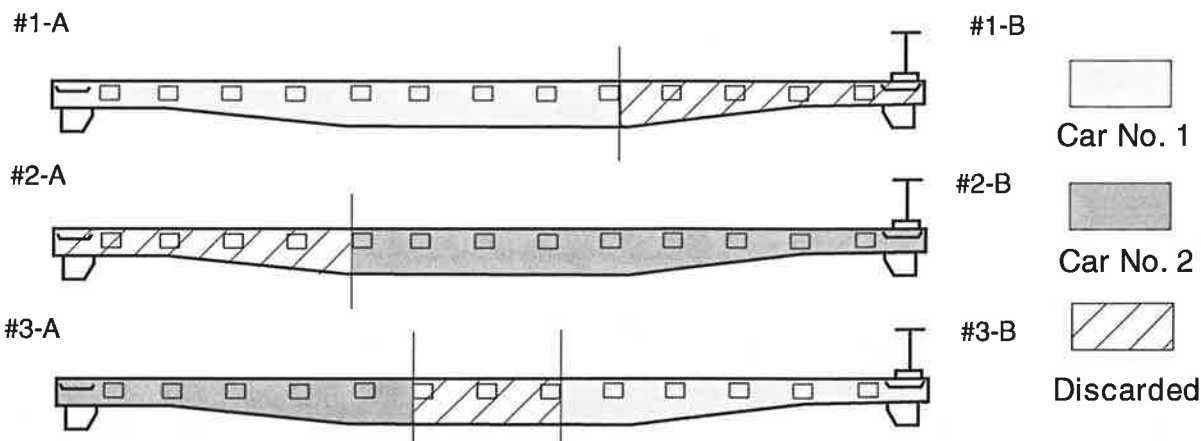
**Fig. 9 below left** N Scale model of BCOL 7006 with Safeway reefer highway trailer.

**Fig. 10 below right** N Scale model of BCOL 7021 with BCRZ chassis and 'K' Line container

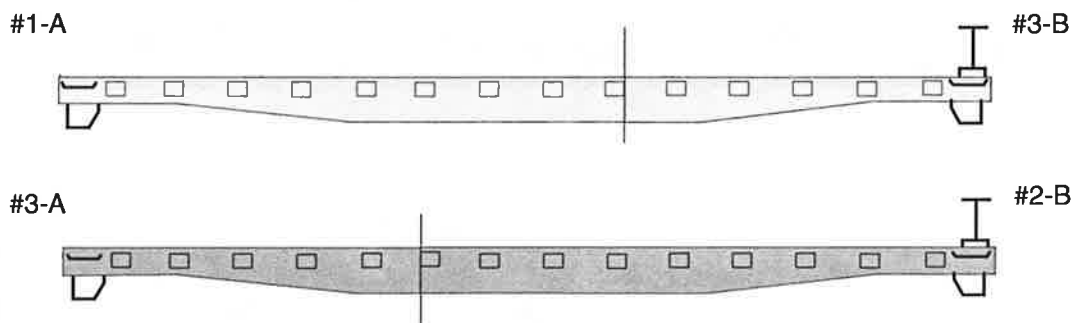
*Fig. 8-10 modelled by Timothy J. Horton*



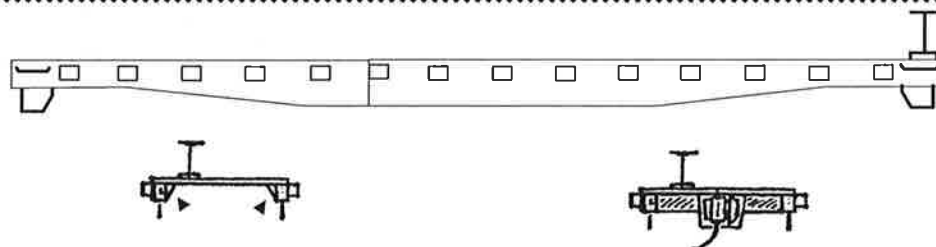




**Fig.1** Arrange the three body shells as illustrated above prior to making your cuts. Plan your cuts carefully and ensure that the joint will fall between boards on the flatcar deck.

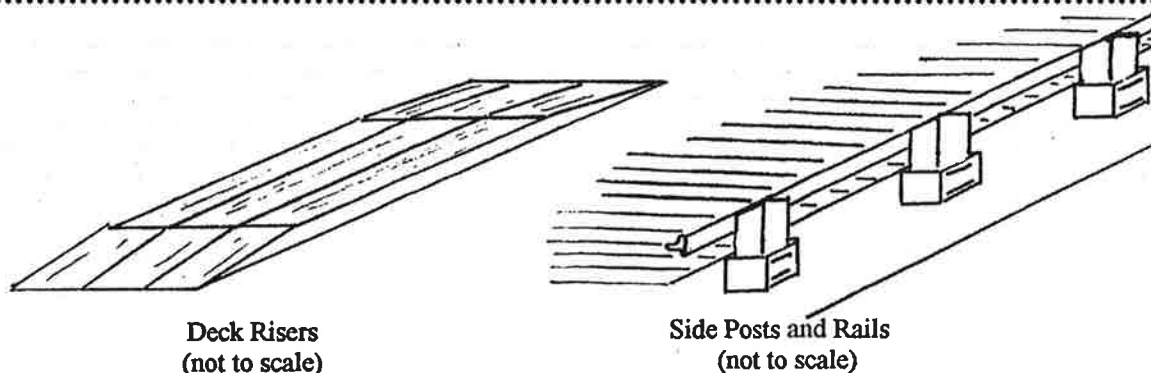


**Fig.2** After making your cuts, rearrange your deck parts as shown above. Discard those pieces not required. Consider colour coding the pieces when cutting to ensure this.



**Step No.1:** File out cornersbeneath deck;  
arrows indicate gussets to be removed.

**Fig.3** File the corners beneath the end of the deck to receive the end sills. After mounting the Micro-Trains #1027 couplers, construct the end sills as shown above using .020" x .060" strip styrene.



**Fig.4** This diagram illustrates the various TOFC details which are constructed from strip styrene.

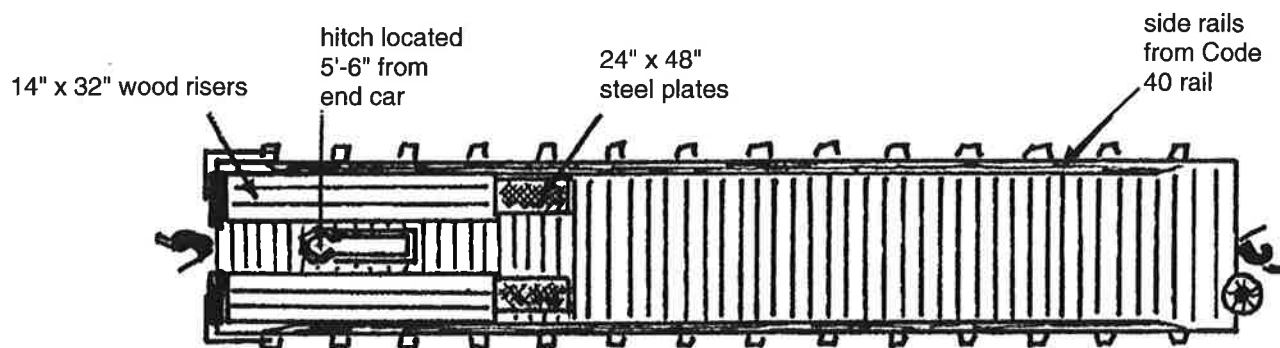


Fig. 5. This plan view diagram shows the location of the TOFC detail parts on the deck of the flatcar.

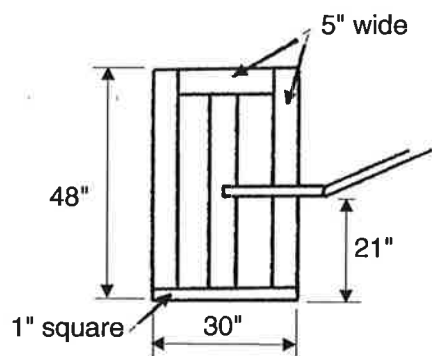


Fig. 6. This diagram shows how to construct the end ramps and hinge assemblies.

## BOOK REVIEW

### "PGE / BC Rail Diesels 1948 to 1981"

#### Rail Canada Mini 2-1

Written by: Donald C. Lewis

Published by: LPD Publishing

Winfield, B.C.

2001

\$18.95 at local hobby shops



Rail Canada Volume 2 was first published in 1977. It contained 19 colour, 26 black & white photographs, diesel locomotive descriptions and 44 black & white hand-drawn paint diagrams for the motive power owned by the Pacific Great Eastern and the new British Columbia Railway, plus several of Canada's smaller railways. Unfortunately, this volume has been out of print for some time and LPD Publishing has been encouraged for a number of years to issue a second printing.

Author Don Lewis felt that this could effectively be accomplished by creating a mini series, which focused on a specific railway, rather than updating all of the original volume. The information in Rail Canada Mini 2-1 "PGE / BC Rail Diesels 1948 to 1981" is a similar format to Volume 2, combining photographs, descriptions and paint diagrams. The updated 52 page volume begins with a brief history of the railway's diesel paint schemes and concludes with an index of all the schemes, drawings, 2 colour covers and 78 black & white photographs. Over 50 of these were not included in the original Volume 2. The 44 new black & white computer-generated drawings use grey shading rather than cross-hatching to represent the different paint colours. The locomotive diagrams have considerably better detail and the descriptions have been updated with information, which was not available in 1977.

Work is already underway on Mini 2-2 and 2-3, which will include BC Rail diesel information from 1981 to 2000, not previously published in this paint diagram format. For modellers in any scale, these updated volumes will be a much appreciated prototype resource.

# PGE/BC Rail

## Leased Motive Power Part 5

Previous parts in Cariboo issues 2, 3, 4 and 5

The Pacific Great Eastern Railway up to 1958 worked with its own motive power as far as I can tell. In 1958 things started to change. It was in July of this year that PGE leased two MLW S-10 locomotives from Montreal Locomotive Works. They came to PGE lettered for PGE but in Canadian Pacific Railway colours. These were leased until January 1959 when they finally went to CPR as PGE got its new S-13 units from MLW.

The next venture into the leasing market was an Alco Leasing Alco FA2 868. This ex-Spokane Portland & Seattle unit did not last long before it burned up on the steep PGE grades. At which time the PGE bought the unit for parts as it used then same engine block as the RS-3's. The shell of the unit lay derelict in the Squamish shop area for years

before being cut up.

Again there was a pause in leasing units until 1971 when PGE leased a number of EMD units, GP7's, GP9's and a GP38 which were subleased from CPR. Also PGE leased from Lake Superior & Ishpeming two Alco RS-3's which were later purchased and renumbered 559 and 560. At the same time six LS&I GE U23C's were leased.

During the construction of the lines in the north PGE leased various units in a swap situation where the contractors leased their units in exchange for the use of PGE units on the construction projects. Mannix Construction had its RS-1's and Morrison Knudsen its C-636's.

In August, 1972 the BCR leased two C420's from Leigh & Hudson River

25 and 26, and would be liked so much that they would be purchased from L&HR rather than return them. These two would last until in service on BC Rail until 2001 before being retired.

From there, there would be a continual parade of units from different railways CN Rail being the most prevalent until 2002 when the line was once more self-sufficient. In recent years there has been quite a number of units from leasing companies which had become the in thing to do in North America.

This list of units I write about here were just the lease units. There have been others on the line most prevalent being CN Rail with its President likes of Whistler, BC to take his guests. This has seen CN's E8Au/E9A units 102 and 103 painted in Green & Yellow and SD 75M 5701 among others. There has also been CN units on detour trains over BC Rail which has given the historian and railfan lots of interesting subjects to photograph as well as the photogenic BC Rail roster.

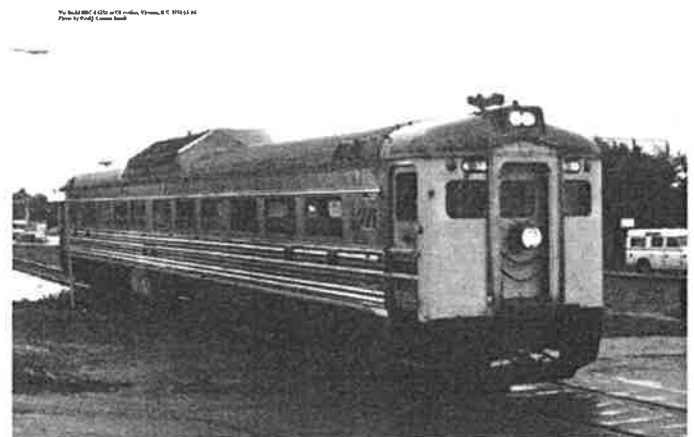
See page 25 for a spread sheet listing the various units mentioned here.



Boone Locomotive 6801 at yard in Squamish, BC 1977-10-23. Photo by James Green.



DECK 636-7 1487 at yard in Squamish, BC. Photo by James Green.



The Model 636-7 1487 at yard in Squamish, BC 1977-10-23. Photo by James Green.



# Micro-Trains - N-SCALE MODELS

## ROLLING STOCK PRODUCTS REVIEW

### FOR PGE / BC RAIL

Article and Photography by  
Your SIG Member Scott Duffus

I'll give you a brief history about Kadee/Micro-Trains for those of you who are unfamiliar with this manufacturer.

The company was formed by twin brothers, Keith & Dale Edwards in 1940, producing model train turn-outs. By the late 1940s, they had developed the now famous Magne-Matic coupler system. With the introduction of n-scale in the 60s they expanded their coupler system in the new 1:160 scale. They followed up with the introduction of wheels, trucks and under frames. In 1972 they took the next step and produced their first "ready to run" freight car. In 1990, the brothers split the company into 2 separate entities, Kadee and Micro-Trains, as they are known today.

Over the years there have been a total of 13 cars released by Kadee/Micro-Trains in the PGE/BC Rail livery.

*All release prices are in US Dollars*

## First Release

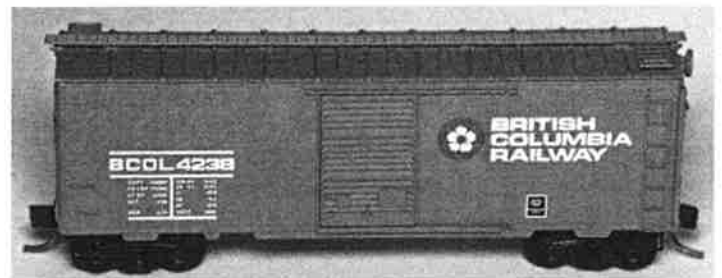
Micro-Trains Stock # 46300  
Road Number: PGE 9401  
Released: April 1986  
Release Price: \$7.80  
Model Type: 50' Fishbelly Side Gondola with Drop Ends  
Colour: Boxcar Red



46300

## Second Release

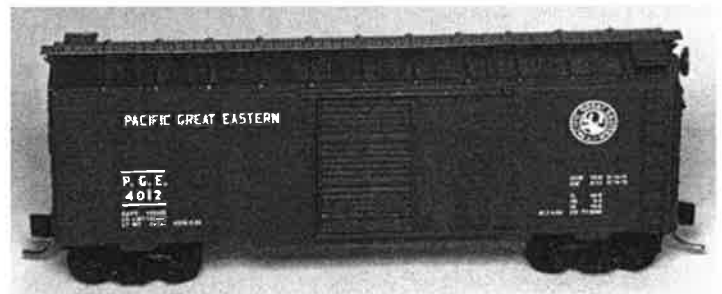
Micro-Trains Stock # 20580  
Road Number: BCOL 4238  
Released: May 1986  
Release Price: \$9.60  
Model Type: 40' Standard Single Door Box Car  
Colour: Green



20580

## Third Release

Micro-Trains Stock # 20970  
Road Number: PGE 4012  
Released: June 1989  
Release Price: \$7.20  
Model Type: 40' Standard Single Door Box Car  
Colour: Boxcar Red



20970

## Fourth Release

Micro-Trains Stock # 32260

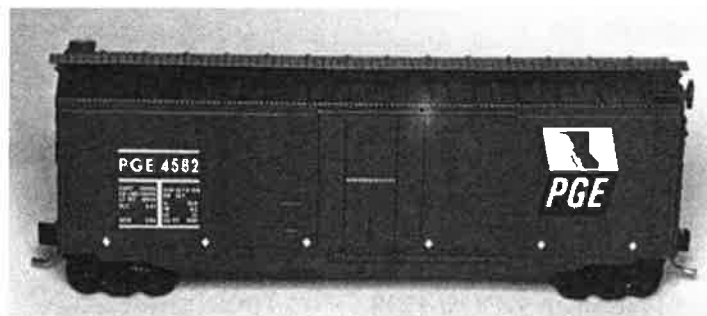
Road Number: PGE 4582

Released: July 1989

Release Price: \$9.00

Model Type: 50' Standard Plug Door Box Car

Colour: Boxcar Red



## Seventh Release

Micro-Trains Stock # 22070

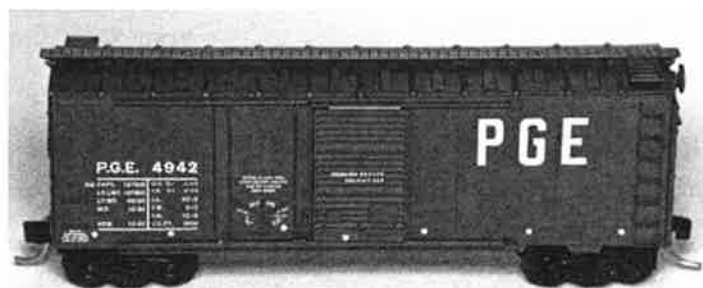
Road Number: PGE 4942

Released: September 1996

Release Price: \$11.90

Model Type: 40' Standard Box Car with Plug and Sliding Doors

Colour: Boxcar Red



## Fifth Release (Reprint)

Micro-Trains Stock # 20970

Road Number: PGE 4022

Released: April 1993

Release Price: \$8.90

Model Type: 40' Standard Single Door Box Car

Colour: Boxcar Red



## Eighth Release

Micro-Trains Stock # 29080

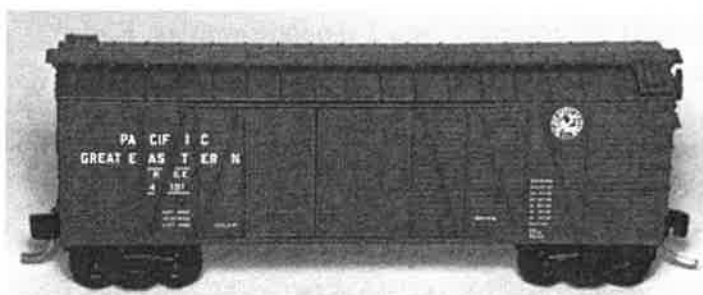
Road Number: PGE 4101

Released: September 1997

Release Price: \$10.85

Model Type: 40' Outside Braced 1 & 1/2 Door Box Car

Colour: Boxcar Red



## Sixth Release

Micro-Trains Stock # 21230

Road Number: BCOL 8004

Released: May 1996

Release Price: \$15.85

Model Type: 40' Standard Steel Plug Door Box Car

Colour: Green



## Ninth Release (Reprint)

Micro-Trains Stock # 21230

Road Number: BCOL 8002

Released: March 1999

Release Price: \$16.20

Model Type: 40' Standard Steel Plug Door Box Car

Colour: Green



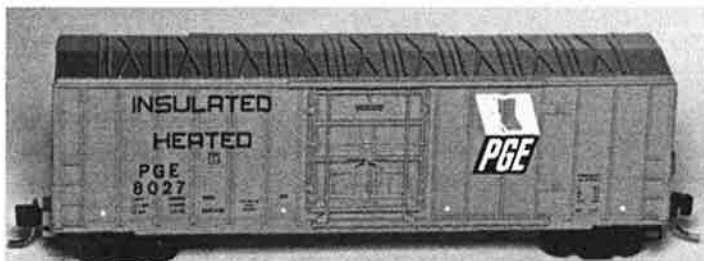
## Tenth Release

Micro-Trains Stock # 105050  
Road Number: BCOL 9077  
Released: February 2000  
Release Price: \$15.10  
Model Type: 50' Steel 14 Panel Gondola  
Colour: Green



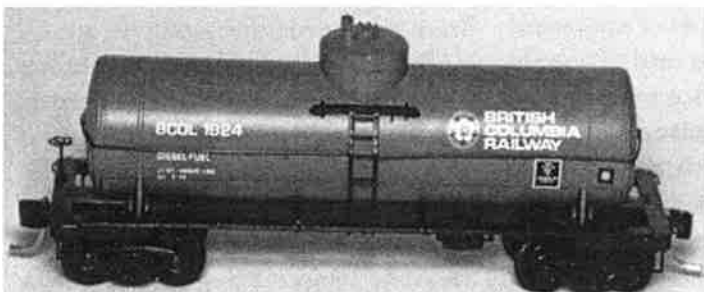
## Eleventh Release

Micro-Trains Stock # 27280  
Road Number: PGE 8027  
Released: May 2000  
Release Price: \$14.15  
Model Type: 50' Rib Side Box Car with Plug Door  
Colour: Harvest Gold



## Twelfth Release

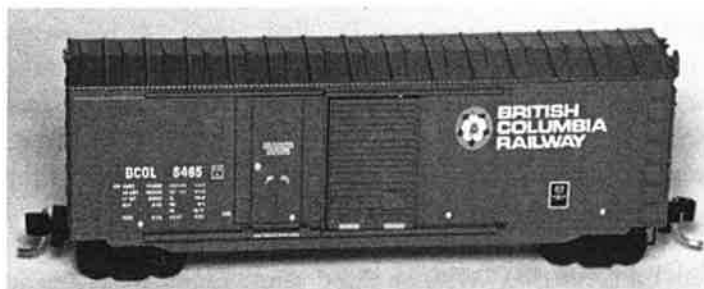
Micro-Trains Stock # 65530  
Road Number: BCOL 1924  
Released: May 2001  
Release Price: \$21.75  
Model Type: 39' Single Dome Tank Car  
Colour: Green



All cars provided and Photographed by Scott Duffus  
All data provided by Micro-Trains Line Co.

## Thirteenth Release

Micro-Trains Stock # 76050  
Road Number: BCOL 5465  
Released: September 2002  
Release Price: \$19.65  
Model Type: 50' Standard Box Car with Plug and Sliding Doors  
Colour: Green



## Scott Duffus

This is my first effort at writing an article for publication.

I live in the port city of Prince Rupert, with my wife Sonia and our 3 children, Torrye 10, Garrett 6 and Colby 7 months. I'm currently employed with the local airport as a technician/operator.

I'm a current member of the PGE-BCR Sig and a member of the N-scale Collectors Society. I have a collection of Kadee/Micro-trains N-scale model railroad cars (300 and growing). My main collecting interests are Canadian Road names and the fallen flags from the Pacific Northwest. Currently I don't have a layout of my own but am involved in the Grand Trunk Pacific Model RR club which maintains 2 displays at the North Pacific Cannery Museum.

Prince Rupert is a loading point for the Alaska Railroad. This makes my other interest, "Rail Fanning" quite interesting, with all of the different road names that pass through the port. Some of my pictures have been published in magazines and on the WWW.

### FOOTNOTE:

Go to [www.micro-trains.com/newcars.htm](http://www.micro-trains.com/newcars.htm) for info on the reprint of PGE 50' PD Box Car item No. 32260



# *BC Rail's New Rail Shuttle Vehicles (or Son-of-Sparky)*

by J. Singh Biln & Jay Roberts

From the last issue of the Cariboo, you may have gathered that I have a particular fondness for PGE gasoline motorcar #106. During my years at BC Rail, I have dreamed of leaving a legacy of such a vehicle, either operating at the railway or at some museum site. With the implementation of BC Rail and Seton Lake Indian Band's Rail Shuttle Service between D'Arcy and Lillooet, part of my wish has come true. More on this dream later but first, the story behind the shuttle vehicles.

For several years, the shareholder's (province of BC) mandate to BC Rail was to run the railway like a business, meaning that there would be no operating subsidies, and the railway had to fund its own capital needs as well as service the long term debt. This mandate was reconfirmed by the new government's Core Review process that commenced in late 2000. As BC Rail developed their 3-year 2004 Strategic Plan in support of this mandate, it became apparent that all the non-profitable segments of the company had to be shed. Among other businesses, this included all of the passenger services. The Cariboo Prospector and Whistler Explorer services in particular would have required many millions of dollars to rebuild or replace the aging Budd Rail Diesel Cars.

BC Rail has always realized that the corridor along Anderson and Seton Lakes would be the Achilles heel in any plans to discontinue regular passenger service into the interior. The communities between D'Arcy and Lillooet are deemed rail-

dependent in that they are not served by an alternate all-weather transportation link, namely a paved public highway. Although there are mountainous roads into most of the communities, the routes are circuitous and hazardous, particularly during the winter. During development of the three-year plans, we commenced assessing various options to reduce operating losses and minimizing capital requirements for the regular Budd service in order to avoid total closure. In



the end, there were no viable alternatives and regular passenger service operation ceased on October 31, 2002.

During the passenger review period between late 2000 and early 2002, BC Rail assessed various types of equipment that could potentially be used to provide a viable passenger service on a limited basis. This included conventional locomotive-hauled equipment, self-propelled passenger equipment, and purpose-built railbuses. The cost of acquiring and operating this equipment in any sort of regular service over the North Vancouver to Lillooet or Prince George corridor could not be economically justified.

With shareholder concurrence, a decision was made to operate custom railbuses for those communities that were rail-dependant. In order to ensure the required flexibility for the varying passenger loads, we decided to consider two 20-passenger railbuses.

During 2001, a number of operating railbus operations were reviewed and equipment assessed for suitability on BC Rail. This included logging crummies on Vancouver Island, hi-rail buses in Quebec, motorized coaches on the White Pass and Yukon, track inspection vehicles in Europe, and of course, the converted Utility Track Vehicle used on BC Rail's Takla sub-division. Each of these were discounted because of either initial capital or on-going operating costs, or regulatory concerns. The Railway Inspection branch had some experience with this kind of equipment operating at Canfor's Woss camp on Vancouver Island and were very helpful in assisting with our study.

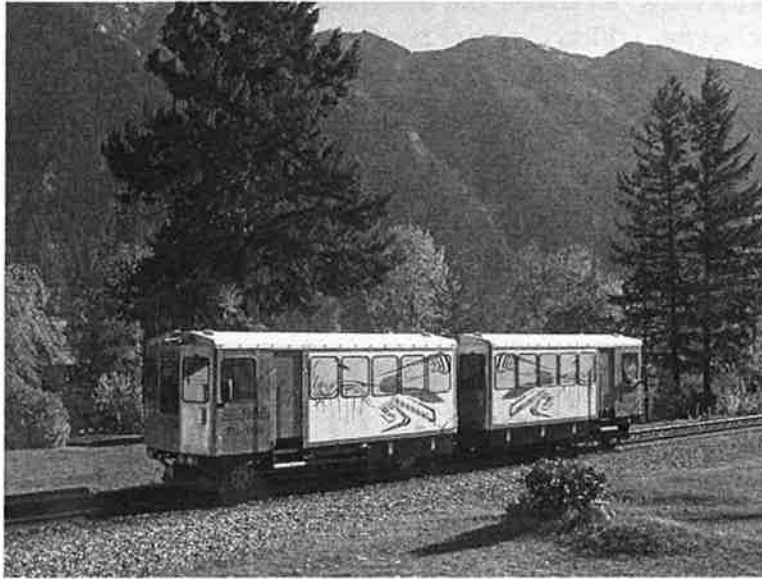
In late 2001, Bruce Craiggs BC Rail's supervisor for patrols advised me of two railbuses available in Sacramento. Bruce was the coordinator for the annual NARCOA (North American Railcar Operators Association) speeder runs on BC Rail and one of his clients had a friend who knew the builder, Jim Busby. I contacted Jim Busby and learned that the two vehicles were totally rebuilt from Fairmont-Tamper A8 gang motorcars. Jim had reused the wheels, gearboxes, and motors but everything else was new. This included the chassis, body, trans-

missions, brakes, electrical systems, and controls. Jim had plans to operate a tourist service on ex-Southern Pacific lines in Folsom CA. These plans fell through after SP's merger with Union Pacific so Jim was left with these two unique vehicles. An assessment of the general specifications of these cars indicated that they would be suitable for BC Rail's requirements with certain modifications to improve safety, comfort and reliability.

BC Rail's project team made several trips to Sacramento to inspect the equipment and included members of the Seton Lake Indian Band on these trips. After testing the cars performance and braking in Folsom, BC Rail negotiated the purchase of the vehicles subject to compliance with BC Rail's specifications. An order was placed with Jim Busby Services for completion and delivery of the fully modified vehicles by the Fall. Jim in turn sub-contracted the modifications to West Coach International of Woodland CA. The major modifications included installation of snowplow/pilots; structural reinforcement of the roof and front; insulation and installation of Heating, Ventilation and Air Conditioning system; multiple-unit capability with couplers and trainlines; and increased baggage capacity.

Concurrent with the search and acquisition of suitable vehicles, BC Rail had been in discussions with the Seton Lake Indian Band whose members comprised 98% of all passengers on the Cariboo Prospector between D'Arcy and Lillooet. As BC Rail would not have a Passenger Services department after 2002, the intention was to enter into an agreement where the Seton Lake Indian Band would be responsible for the ticketing and passenger issues and BC Rail would operate, service and maintain the vehicles. On July 11, 2002 BC Rail and the Seton Indian Band signed the historic

document that is as unique in the industry, as are the shuttle vehicles. Although there were many groups and individuals who protested BC Rail's decision to cease regular operations, the Seton Lake Indian Band worked with BC Rail to ensure that the transportation needs of the rail-dependent communities would continue to be met.



A couple of anecdotal items are worth mentioning here. Firstly, BC Rail's purchase of the shuttle vehicles from Jim Busby was a real coup. A number of other agencies had been considering the cars and were quite upset that they were sold to Canadians. Jim countered that everyone knew the terms of sale and the first ones to come up with the money got them. Secondly, when selecting the numbers for these cars, I requested 108 and 109 for reasons that are obvious now. However, hardly anyone at BC Rail at that time knew the significance of these numbers. They are of course, the next in series of the gas cars, the last one being #107 that ran between Seton Portage and Lillooet until the early 1960's. So it is ironic that these gas cars are operating much as the last one did in 1961 and that the configuration of these cars is almost identical to PGE gas car #106.

On Friday, September 27, 2002 TU-108 and TU-109 arrived at the BC Rail yard at Lillooet, B.C. on a flat-bed trailer. The net weight of each Track Unit (as delivered) was 15,830 pounds. BC Rail work equipment staff were on hand to

unload the Track Units from the flat-bed. The flat-bed trailer had rails mounted on the deck and the trailer was tilted and equipped with a ramp in order to allow the units to be rolled off. The locals in Lillooet thought the shiny Aluminum cars without the murals were a type of Budd car. Before long several nicknames had surfaced, "Mini-Budds", "BabyBudds" and everyone's favourite "Budd-Lites".

Commencing the week of September 30th teams of BC Rail staff from work equipment to vehicle shop to the communications group descended on the Track Units to complete final modifications required to meet Ministry guidelines. These modifications included decaling identifying the units as BC Rail TU-108 and TU-109,

installing 12vdc mobile radios on the inside wall of the Units, to the right and below the operator's seat with a remote control head on the control stand, installing 12vdc truck-type event recorders to record time, speed, direction, brake application, horn and bell, installing the required safety equipment such as fire extinguishers, first aid kits, stretchers, installing exterior tool trays to hold maintenance equipment such as shovels, track jacks, and hammers, installing SUV-style bike racks to fit the truck-type hitch receivers located on the front end of each Unit, and installing interior convenience items for passengers such as small 12vdc refrigerators, garbage cans, etc.

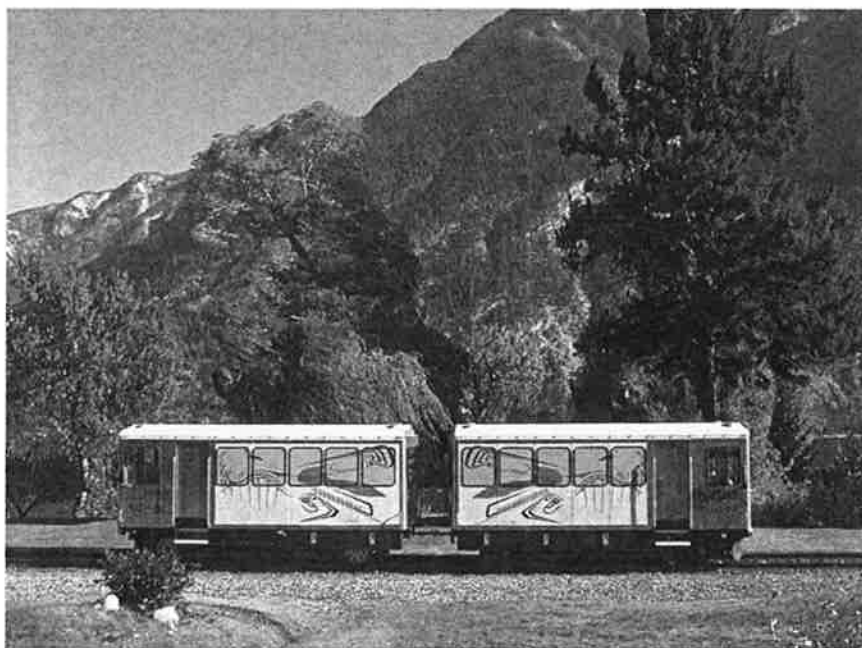
In addition to the above modifications, several major modifications and additions were completed to the exterior and chassis of the Track Units. These modifications included improved stirrup steps on the rear of each Unit to enhance emergency access out of the rear door of each Unit; installing large Lexan windows in the originally solid aluminum rear doors to improve rear-ward visibil-

ity; installing holders on the front right side of each Unit to hold one typical aluminum railway-type step for embarking/disembarking; installing driveline hangers around each of the several drive shafts on each Unit to contain any drive shaft should one separate (both Units are four wheel drive, with a multi-piece drive shaft from the rear of the transmission to the rear transfer case, and then a solid drive shaft from the rear transfer case forwards to the front differential); installing a Johnson-arm lever to permit the operator to shift the rear differential between forward/neutral/reverse while standing at the rear of each Unit; and installing a locking gas cap on the fuel filler door (passenger side of each Unit).

By mid October the Units were ready for 'road testing', train-lined together (back to back) to permit ease of operation in either a forward or reverse direction (as each Unit only has a control stand at the forward end of the Unit. Testing originated in Lillooet, heading south to Seton Portage, plying the same route that the Units would once service commenced. BC Rail's passing track at Retaskit, with sufficient tangent track along the Lakes, was where the brake testing was performed. Each Track Unit utilizes hydraulic disc brakes on the front axle and electronic disc brakes on the rear axle controlled with an electronic proportioning device. The braking tests at Retaskit allowed BC Rail to fine-tune the balance between front and rear axles and lead and trailing Units to obtain the shortest stopping distances. For the record, the two Track Units will stop from approximately 20mph in approximately 180 feet (on dry rail) - fairly exemplary performance considering each Unit weighs in excess of 10 tons!

By late October final modifications

included installing 'state of the art' decorative decaling to the exterior sides (including windows) of both Track Units. The native artwork chosen was the result of a novel idea to hold an art contest in the village of Seton Portage, B.C. - the primary location of the rail dependent people living along the western shore of Seton Lake. BC Rail organized the art contest and the winning artwork by Vicki Casper of Seton Portage, B.C. was selected and is now displayed on the



Track Units. The decision to install the artwork was actually two-fold and not well known. The primary benefit of the decaled artwork was to add a touch of local talent and taste to the otherwise rather plain but shiny aircraft-grade aluminum skin. The secondary benefit was to serve as a window tint to reduce the load of solar heating in the Track Units. As locals are well aware, summer temperatures can exceed 40 degrees Celsius mid-summer, and without the space to mount window shades in the interior, the exterior decals are expected to help the HVAC keep the Track Units pleasant inside on hot summer days.

On Wednesday, October 31, 2002, BC Rail and the Seton Lake Indian Band organized an inaugural run of the service from Lillooet, B.C. to Seton Portage, B.C. where a ceremony was held with Band Council and Chief Garry John,

many general members of the Band, the local MLA Mr. Dave Chutter, as well as the Mayor of Lillooet, Mr. Kevin Taylor and two councilors, along with a legion of BC Rail staff, both from field positions along the line as well as yours truly and colleagues for North Vancouver who helped introduce the "Rail Shuttle Service".

A leaflet commemorating the launch of this unique service stated, "The Rail

Shuttle Service will operate daily between Seton Portage and Lillooet making at least one return trip each day. The Seton Lake Indian Band is responsible for all passenger and revenue management, while BC Rail is responsible for operating the Track Units. Track Units TU-108 & TU-109 are sequentially-numbered to continue the lineage of gas motor cars that have plied the rails of BC Rail

and its predecessor railways, the British Columbia Railway and the Pacific Great Eastern Railway. TU-108 & TU-109 are the first gas motor cars to operate on BC Rail in over 40 years since gas motor car #107 made its final run along the same stretch of track from Seton Portage to Lillooet in 1961."

On the evening of October 31, 2002 the Track Units were deadheaded south from Lillooet to their new storage shed at Mile 139.2 (Seton Portage), approximately several hundred feet north of the Seton Portage passenger flag stop. On Friday, November 1, 2002, the Rail Shuttle Service commenced operations. As Fridays are the heaviest travel days in this corridor, the Shuttle Service operated its "extra-run" during the 3-hour period which is normally a 'layover' at Lillooet, B.C. The vehicles are operated and serviced by qualified Maintenance-



of-Way employees and maintained by the Work Equipment and Vehicle shop staff in Lillooet.



The Rail Shuttle Service is now in its 4th month of operation and continues to be relied upon and enjoyed most by the rail-dependent residents living in the mountainous corridor along Seton and Anderson Lakes between D'Arcy and Lillooet, B.C.

Call 250-259-8300 to book travel - you will likely speak with the very friendly and hospitable Ms. Dorothy Alexander, Manager of the Shuttle Service or one of her gracious agents: Marcella, Martina, or Sonia.



Original underframes came from two of these A8 rebuilt track cars cars

Two of the finished car photographs used in this article were taken by the station at McGillivray while the other two were at McGillivray Falls in 2002.

## Authors:

**J. Singh Biln** is a graduate electrical engineer and has been with BC Rail for 27 years. He has held various positions including Engineer Motive Power, Chief Mechanical Officer, Manager Asset Planning and Technical Services, Assistant to the President and currently, Manager Corporate Affairs. Over the years, he has been involved with many exciting projects at BC Rail including Budd car refurbishing, slug construction, Tumbler electrification, Caterpillar re-engining, locomotive acquisition. He lives in Squamish and is active in a number of rail industry and railfan groups including the PGE/BCR Special Interest Group and the WCRA Heritage Park in Squamish.

**Jay Roberts** is a graduate mechanical engineer working with both the Mechanical and Marketing & Sales departments at BC Rail. Jay brings an international background in transportation logistics when he chose to join BC Rail in the summer of 2001 as an internship for his UBC MBA program. The challenges presented his short 3-month internship brought Jay back to BC Rail full time in January 2002, working primarily on this project with Singh Biln to create, design, negotiate, and implement this self-sufficient and very successful unique Rail Shuttle Service partnership between BC Rail and the Seton Lake Indian Band.

PGE Gas Car #106 was based on FWD's Model B 3-ton truck. There were thousands of these trucks manufactured during WW1 and at least 50 railcars up to the mid-1920's. I had been amassing components to build a 1/8 scale model of Sparky to operate on a 7-1/2" mini-rail for a number of years, but when my friend Rod Jenkins heard of Sparky, he said "Think Big". Rod is a Foreman at BC Rail's Squamish Carshop and previously worked in the engineering office at the railway and at Pacific Truck and Trailer. He builds racing cars and says it would be easy to build a full size working Sparky using modern components but retaining the old look. Given the success of BC Rail's Rail Shuttle Service, I am encouraged that a replica Sparky can be built. There has been some indication that others in Squamish would like to see Sparky running again. I plan to pursue this dream but can use help in locating an old FWD chassis, drivetrain and wheels. Some must of have survived somewhere.

*Does anyone have any leads*

### TWO NEW CANADIAN RAILWAY BOOKS

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# P.G.E. Cabooses Revisited

In issue 39 of *The Cariboo* we ran an article on the 1805-1807 series cabooses, there was one problem with the graphic for the modified version of these cabooses.

Both drawings created by Bob were received in AutoCAD and imported into our graphics program Micrografx Designer (now owned by Corel), rearranged at HO Scale and made into Adobe PDF files for use in the Adobe InDesign program we use to create books and this magazine.

Something strange happened during the conversion process. The file for the origi-

nal version worked fine, but the modified version ended up with a peaked roof on the cupola.

At first Bob thought we had an earlier version of his drawing, but subsequent study showed that the curved cupola roof become two straight lines rather than the curve in the original drawing.

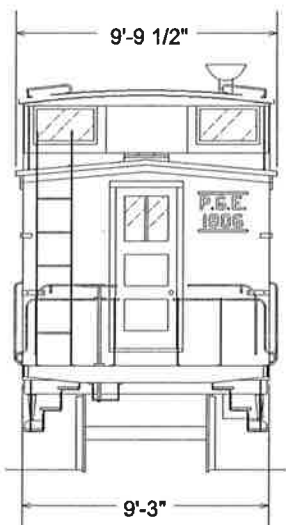
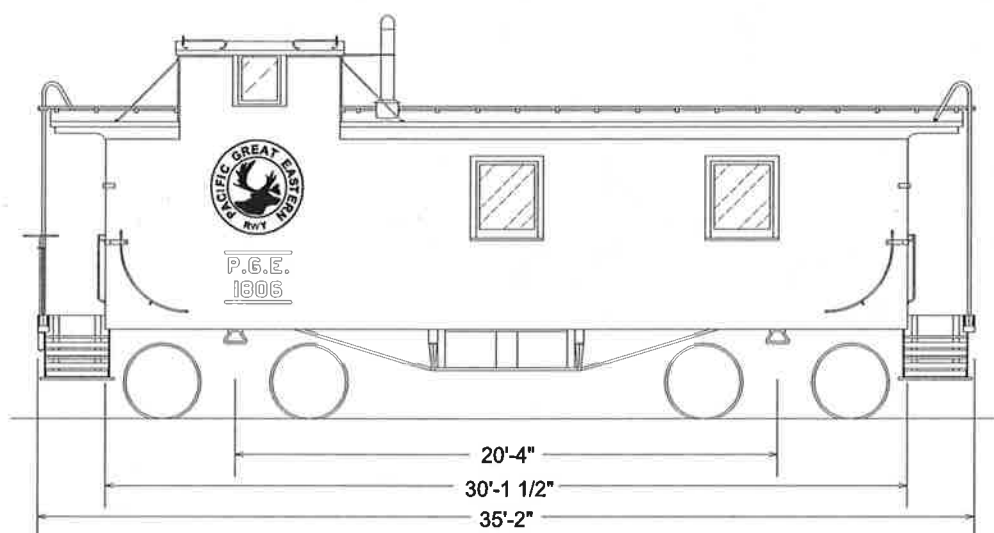
A bit of work and several different versions of Adobe Distiller later, we made a change of line type in Designer and got a reasonable PDF file seen below.

We and the software tech. support staff haven't found the reason for the problem

but we will have to be watchful that this doesn't happen again.

As a result of the previous article, John Whitmore of Kaslo Shops Distributing is considering producing HO and N Scale model kits of the Tongue & Groove siding version of this caboose, that is if enough interest is there. See John's advert. on page 21 and on page 26 of issue 40.

The following groups of photos were taken by R.F. Behn. The Squamish shots were taken in the spring of 1956 and those in North Vancouver in the later part of the 1950s.



## PGE CABOOSES 1805 - 1807 MODIFIED VERSION

HO SCALE 1:87

NOTE: Opposite side and end are a mirror image of those shown here except the Cariboo head faces forward both sides

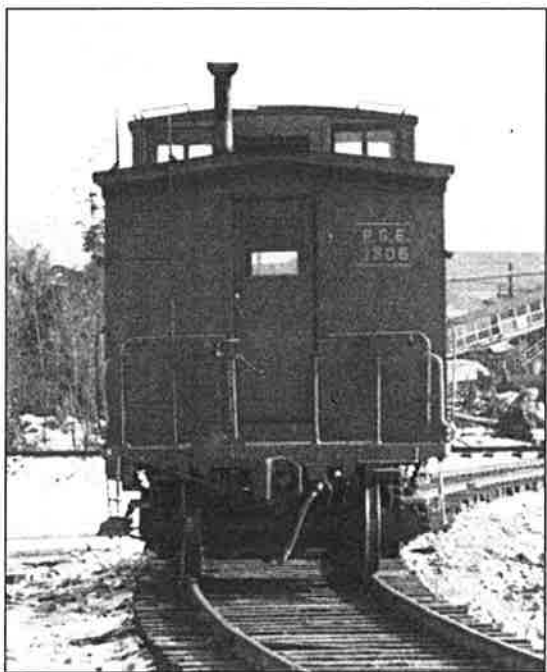
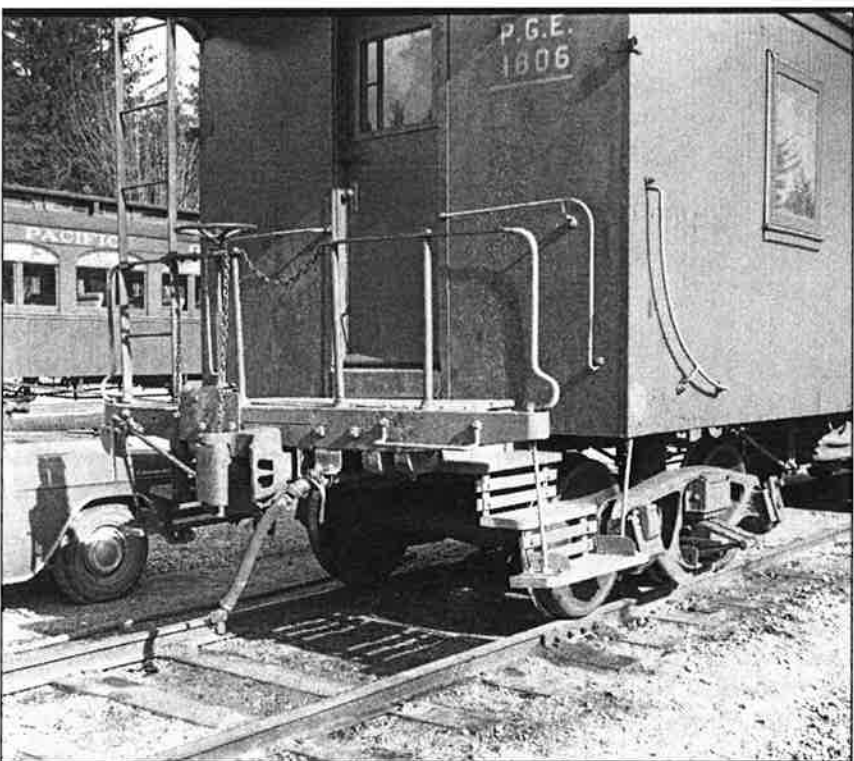


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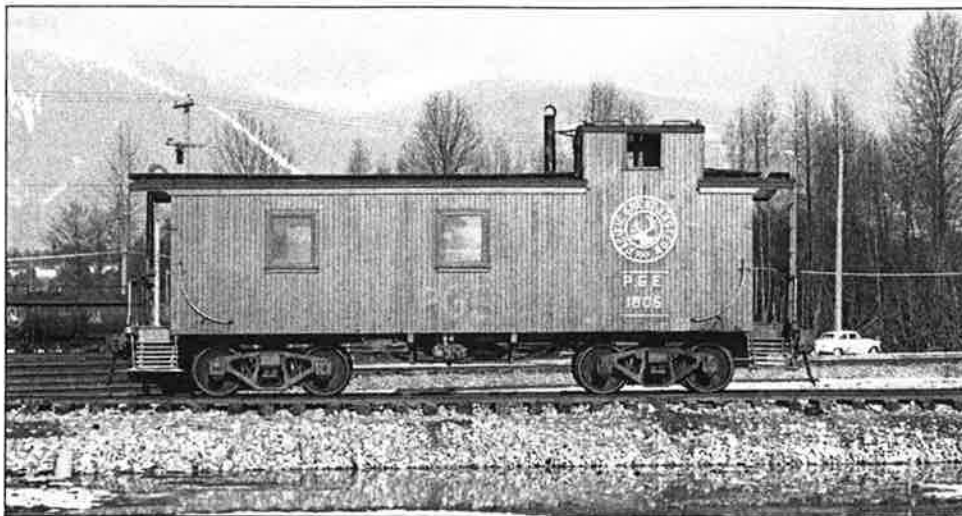
**R.D. Pirie**

January 30, 2000

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probably the earliest change. The continuation of the roofline across the side of the cupola was most likely removed at the same time.

The double diamond arch-bar trucks have been replaced on all the vans shown, upgrading to a Bettendorf style of truck. The toolboxes have also been removed from between the needle beams.

1. (Upper left, page 23) PGE 1805 has had the original sheathing on the cupola ends replaced with plywood. The struts that braced the cupola have also been removed, probably at the same time.



2. (Remaining 5 pictures on page 23 and the upper left on this page. It appears that these pictures of 1806 were taken about the same time.) The ends of both the cabin and the cupola have been re-sheathed with plywood and a metal flashing has been installed on the corners of the cabin.

Once again the cupola support struts are missing. A smooth slab door has replaced the panel door. The original one-piece corner grabs as seen on the previous photo of 1805 have been replaced with 2 separate grabs at each corner of the cupola. It would be interesting to know if the "PGE" spray-painted on both sides of the hack served some purpose other than graffiti.



3. (Bottom 2 photos) These two photos show a late phase of PGE 1807. The caboose has been completely re-sheathed with plywood. There is again a metal flashing on the corners of the cabin and it appears that there may be a flashing over the seams between sheets on the side. Once again, the cupola support struts are missing. The panel door has only a single panel, in contrast to the 2 panel doors that the units had originally.

The cabin windows have either been replaced or covered by a storm window. The cupola now sports a continuous grab around the perimeter of the roof. A single grab is seen on the forward end of the cupola between the windows, a feature not seen on other photos. A metal walkway has been added across the side of the cupola as was installed on the newer plywood cabooses that the PGE reconstructed from boxcars.

All of these new photos show some modifications from the original configuration. Some are common to all of those shown.

The first thing to notice is that the cupola side windows were changed on all of the vans from the original 2 pane, front corner configuration to the single pane, centred location. This was



Previous parts of list were in the Cariboo Issues 2,3,4 and 5					
Lessor Lettering	Road #	Model	From	To	Notes
CP Rail	6005, 14, 21	SD40-2	Dec-91	February-92	
C & NW	6816, 58, 64	SD40-2	May-1992	May-92	
GE Leasing	2002	B23-S7	March-1997	Apr 3-1998	
(AT&SF)	7484-7487	B36-7	February-1995	Apr 3-1998	Purchased 11/95
( Rocky Mountaineer)	7488	"	October-1994	April-95	Purchased 11/95
(AT&SF)	7489-7495	"	February-1995	April-95	Purchased 11/95
(AT&SF)	7496	"	March-1995	April-95	Purchased 11/95
(AT&SF)	7497	"	February-1995	April-95	Purchased 11/95
( Rocky Mountaineer)	7498	"	October-1994	April-95	Purchased 11/95
(AT&SF)	7499	"	February-1995	April-95	Purchased 11/95
	8002	Dash 8-40B	May-1997	Apr 3-1998	Purchased /98
Helm Leasing	656	GP40-2	May-1994	July-94	
(HLCX)	659	GP40-2	March-1994	July-94	
(HLCX)	661	GP40-2	May-1994	July-94	
(HATX)	763	SD45-2m	February-1997	July-94	
(HLCX)	0592	C30-7	November-1998	November-1998	
(HLCX)	3060	GP40-2	March-1994	May-94	
(HLCX)	3876	GP40m	January 14, 2001	May 8-2001	
(HLCX)	3878	GP40m	January 14, 2001	May 8-2001	
(HLCX)	6056	SD40u	November-1998	Jun 19-1999	
(HLCX)	6058	SD40u	April 9, 2000	Dec 19-2000	
(HLCX)	6060	SD40u	November-1998	Jun 19-1999	
(HLCX)	6061	SD40-2u	April 9, 2000	Dec 19-2000	
(HLCX)	6074	SD40-2u	November-1998	Jun 19-1999	
(HLCX)	6077	SD40u	October 14, 1999	Apr 4-2002	
(HLCX)	6083	SD40u	December 15, 1998	Jun 17-1999	
(HLCX)	6091	SD40-2u	April 1, 2000	Dec 19-2000	
(HLCX)	6224	SD40-2	June-1997	September-97	re# HLCX 6401
(HLCX)	6298	SD40-2u	October 20, 1999	Apr 4-2002	
(HLCX)	6500	SD45m	April 1, 2000	Apr 4-2002	
(HLCX)	6507	SD45m	April 1, 2000	Apr 4-2002	
(HLCX)	6512	SD45m	October 14, 1999	Apr 4-2002	
(HLCX)	6518	SD45m	November-1998	Jun 19-1999	
(HLCX)	6522	SD45m	October 14, 1999	Dec 19-2000	
(HLCX)	6525	SD45m	October 14, 1999	Apr 7-2002	
(HLCX)	6700	C30-7	September-1998	Jan 1-1999	
(HLCX)	6702	C30-7	September-1998	Jan 23-1999	
(HLCX)	6704	C30-7	September-1998	Jan 1-1999	
(HATX)	6771	SD45T-2u	September-1995	December-95	re# HATX 938
(HATX)	6777	SD45T-2u	September-1995	December-95	re# HATX 931
(HATX)	6778	SD45T-2u	September-1995	December-95	re# HATX 932
(HATX)	6780	SD45T-2u	September-1995	December-95	re# HATX 933
(HATX)	6781	SD45T-2u	September-1995	December-95	re# HATX 934
(HATX)	6783	SD45T-2u	September-1995	December-95	re# HATX 935
(HATX)	6790	SD45T-2u	September-1995	December-95	re# HATX 936
(HATX)	6792	SD45T-2u	September-1995	December-95	re# HATX 937
(HGLX)	6801	C30-7u	October, 1998	Jun 17-99	
(HGLX)	6803	C30-7u	September-1998	Jun 17-99	
(HLCX)	7180	SD40-2	May 7, 2000	Apr 4-2002	
( MPI)	9020	SD45m	February-97	August-97	
(MKCX)	9052	SD40u	June-97	August-97	
Boise Locomotive	5525, 27, 29	F45u	November 23, 1997	Dec 2,98	
(MPEX)	9502	SD45u	November 23, 1997	Apr 6-98	
(MPEX)	9532	SD45u	November 23, 1997	Dec 2-98	
(MPEX)	9902	MK5000C	August-97	May 22-98	
(MPEX)	9903	MK5000C	November 23, 1997	May 22-98	
Via Rail	6133	RDC-1	June 27, 2000	November-00	

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All contributions are welcome. It is helpful if submissions are provided on a PC compatible disk in Microsoft Word or WordPerfect. Typewritten submissions are also acceptable.

Authors are responsible for all original statements in their work. Submissions are accepted with the understanding that they are not under consideration elsewhere. All submissions are subject to editing by the editorial board as a condition of publication. Material including photographs will be retained in the society's files unless other arrangements are made prior to publication. Photographs, text, diskettes and other material will be returned if requested, in which case it should be clearly identified. Proper credit will be given to contributors and photographers when the material is published.

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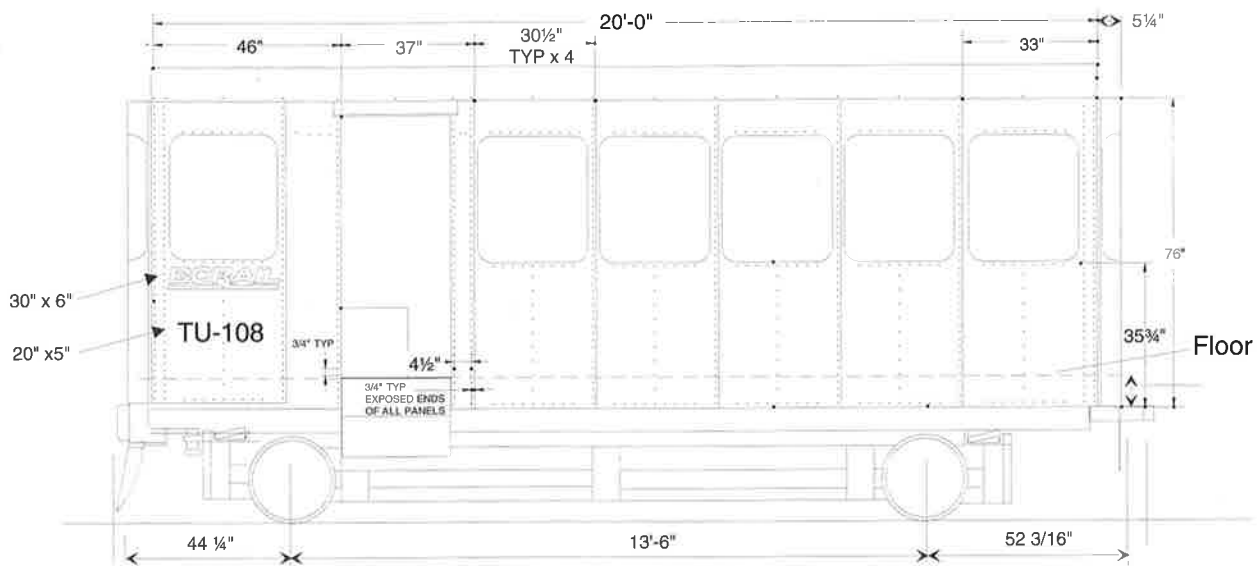
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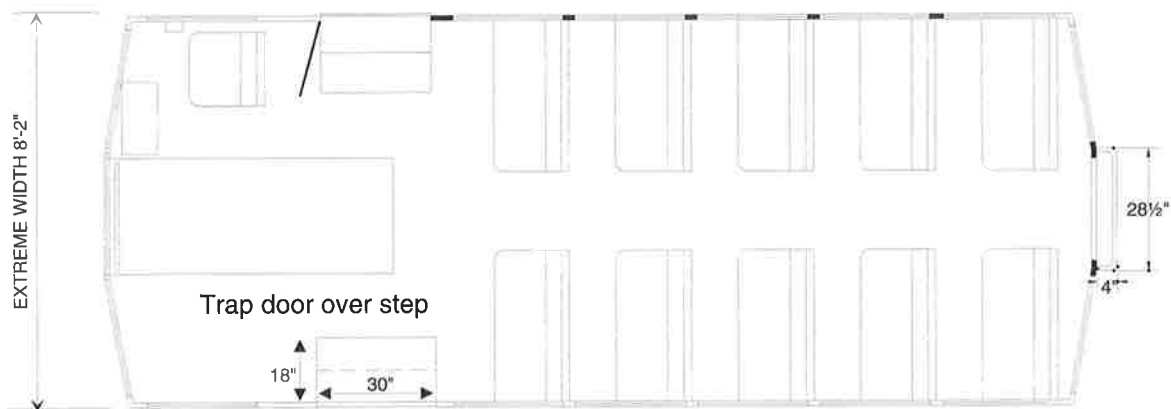
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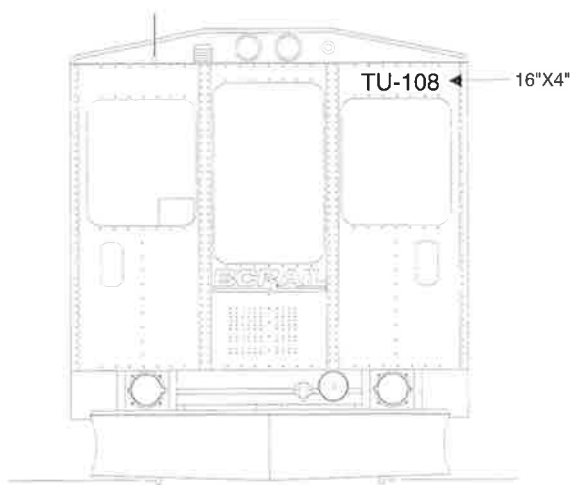
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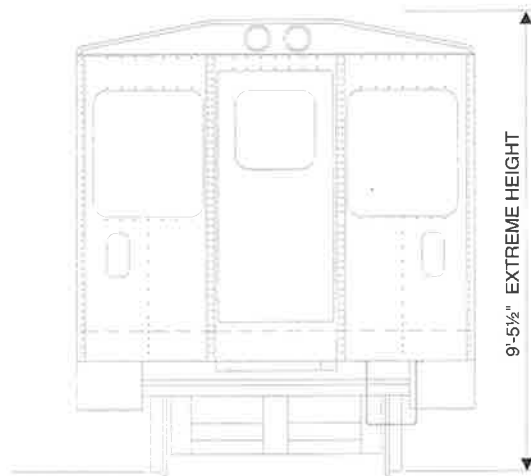
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*Above* My second trip up the P.G.E. is now pulled by a diesel, our northbound train is crossing the bridge over the Cheakamus Canyon in July 1956.

*Left* A lonely passenger from New York City is my only companion in the open observation car as we round a curve on Anderson Lake.

*Below* Looking back south from the observation car alongside Anderson Lake

*Photos by Basil V. Franey July 1956*

