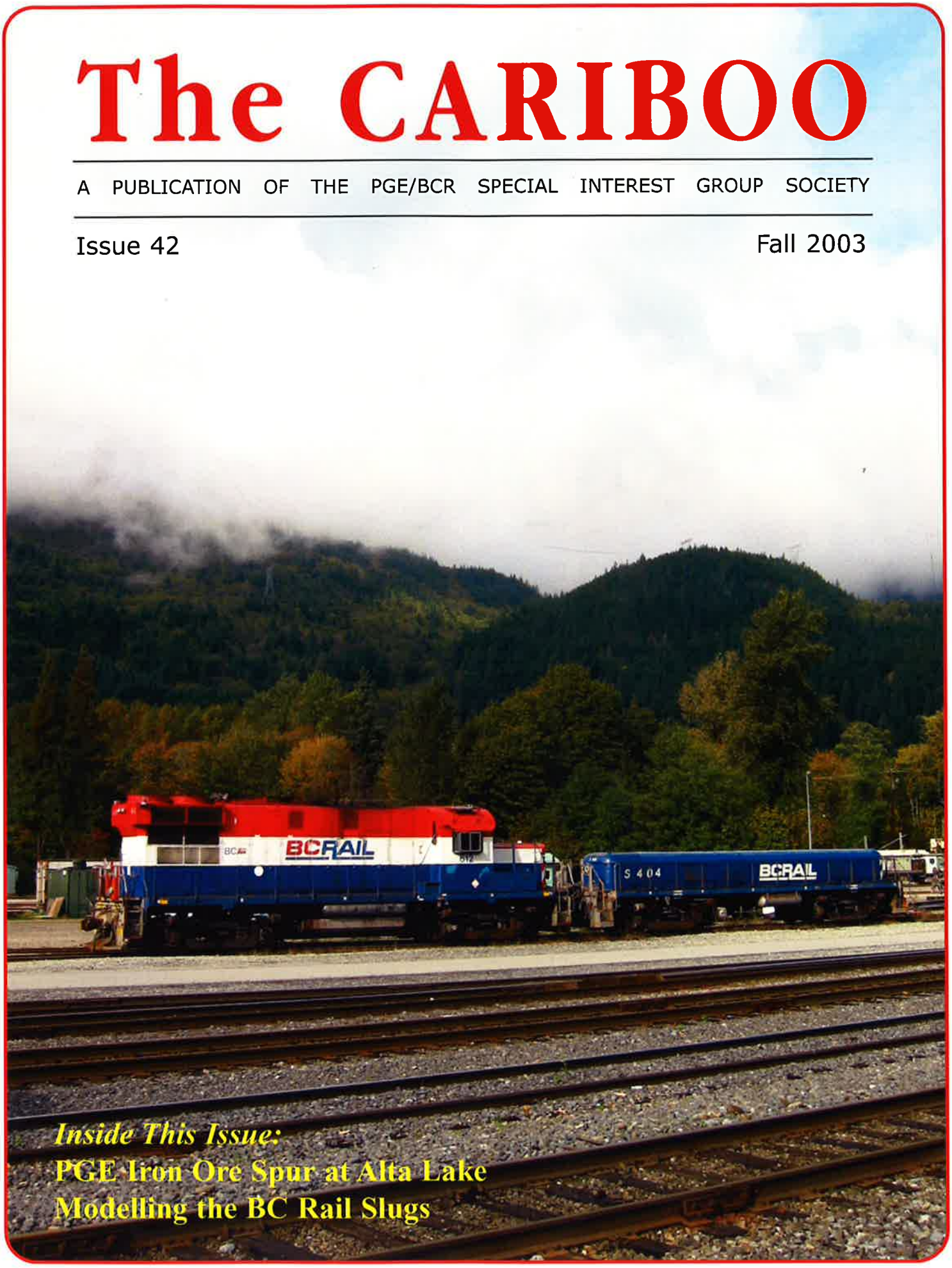
The CARIBOO

A PUBLICATION OF THE PGE/BCR SPECIAL INTEREST GROUP SOCIETY

Issue 42 Fall 2003



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On a sunny morning in early October 2003 BC Rail slug S-404 and 623 await their crew for the scheduled noon yard crew to arrive.

Photo by Trevor Mills

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Canada - 4 Issues $30.00 CAD
USA - 4 Issues $24.00 USD
International Surface $40.00 CAD
Air Mail $50.00 CAD

THE CARIBOO

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Editorial

This issue comes to you from a new production team. Dave Barone continues in his role as Editor-In-Chief, assembling material from contributors and assigning it to each issue. Scott Duffus will be in charge of soliciting advertising. Trevor Mills steps into the role of Assistant Editor, assuming responsibility for layout design and preparation for printing. Tim Horton continues as Associate Editor, proofing each issue, and will now be in charge of shepherding them through the printing process.

The changes in our editorial staff have provided an opportunity to incorporate some fresh ideas in layout design. We've made some changes – let us know what you think. In this issue, Eric Johnson documents the history of a little known mining operation served by the PGE, and Mark Carelton provides a look at the BC Rail slug units. The release of this issue has been beset by many delays, and we will be working hard to deliver the next issue in a timely fashion.

One of the major reasons for the tardy arrival of this issue is the lack of articles currently on hand. You are encouraged to give serious thought to contributing an article for the next issue. If you have recently completed a model, why not write an article for your fellow members to read? If prototype research is more to your liking, perhaps you might consider writing an article on a piece of equipment, or one covering a particular event or location on the railway. We hope to achieve a mix of articles, both historical and contemporary, and prototype and modelling.

Submissions

The Cariboo is a publication of the PGE/BCR Special Interest Group, and is designed to provide a forum for the exchange of information relating to BC Rail and its predecessors. The publication relies heavily on material contributed by the membership. There is a constant need for articles and photographs that feature both prototype and models of the Pacific Great Eastern and British Columbia Railway.

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. Proper credit will be given to contributors and photographers when the material is published.

Your editors encourage submission of photographs and other illustrations which serve to reinforce the content of the material submitted. Appropriate captions including dates, locations and photographer should be included wherever possible. Photographs may be submitted as B&W or color prints (and negs) as well as slides.

All submissions including photographs should be sent to David Barone at 660 Summerlyn Dr. Antioch, IL 60002, USA. Files can also be sent electronically to editor@pge-bcr-sig.bc.ca .

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Postmaster: Send address changes to, PGE/BCR Special Interest Group c/o 22-3981 Nelthorpe St. Victoria, BC V8X 3Z2 Canada. Publications Mail Agreement No. 40834518

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IN THE NEWS

by Paul J. Crozier Smith

British Columbia Premier Gordon Campbell announced February 12th on BCTV television that within two weeks the BC Government will be issuing a Request for Proposals concerning the disposition of the rail freight assets of BC Rail Ltd. The government plans to retain ownership of the right of way while privatizing the rail operation itself. The Premier cited mounting debt, capital costs, and a dwindling customer base as the prime concerns. This raises interesting questions about what price the B.C. government expects to get for the right to operate BC Rail, since it intends to retain ownership of the roadbed. BC Rail's debt is about $550 million, but that could be reduced by the $105 million recently raised through the sale of Casco terminals and Canadian Stevedoring to P&O Ports. Vancouver Wharves is still for sale, and could fetch another $100 million or so. That still leaves about $350 million in debt. Another thing to watch for is whether the province entertains the idea of letting a joint venture of several railways operate BC Rail, rather than giving a monopoly to one. That was floated by CPR back in November at the conference in Prince George on BC Rail's future. Stay tuned and get out your cheque book.

The trade unions still claim that BC Rail will be sold by the BC government though the government denies it. 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 off shore company.

It was brought up in the Provincial parliament and reported in numerous newspapers that at the same time the B.C. government is saying BC Rail is unsustainable, the company is paying senior managers hundreds of thousands of dollars a year in salaries and bonuses. Premier Gordon Campbell was painting a bleak picture of BC Rail's future. "It won't be able to meet the needs of its customers and we have to look at the facts in front of us if we're going to protect the taxpayers of B.C.," he said. But in fact, BC Rail made $76-million in 2002, exceeding its targets.

On Sunday, February 9, 2003 BC Rail built and ran a huge freight in Fort St. John with 136 cars taking up 9000 feet with head power of SD40-2's 754-746-758, and remotes 765-763 and caboose 1868.

On February 11th five ex-Hudson coaches were spotted in Vancouver headed for their new owners. These were: ex-*Brunswick* "now OHCR 5595", ex-*Whistler* "now OHCR 5582", ex-*Sunset Beach* "now DAWX 5628" and ex-*Exeter* "now DAWX 5506". The OHCR is Ohio Central Railroad and DAWX is D.A. Walmsley & Co.

March 1st saw only a projected 22 coal trains left to run over the Tumbler Subdivision. The last complete coal train movement should be between April 13th to April 15th. Get your pictures while you can.

Rumour has it that in early March it was announced that 2-8-0 3716 will be going to the Kettle Valley Railway on a 10 year lease. The rumour proved true. The lease commenced on April 1st and she was moved in pieces on six flatbed trucks.

Late on March 7th saw a derailment near East Pine at mile 19.5 of the Dawson Creek Subdivision where 20 of 21 cars jumped the track, the motive power and the last car stayed on the track. The motive power will be left until spring to be retrieved.

Surprisingly there are cabooses being used on BC Rail but not for long. The last day for cabooses is supposed to be August 31, 2003. The SD40-2's will be retired and replaced with B39-8 3900's, thus ending Locotrol operation on the north end.

During April the Whistler newspaper reported a proposed passenger rail service between Whistler and Vancouver and a new 80-room lodge at Creekside will inject roughly $62 million into the local economy in its first year of operation, according to a report prepared for proponents of the project, the Nita Lake Lodge Corporation. In the first five years of operation, the project is estimated to spin off almost half a billion dollars to the Whistler economy, with positive benefits to

the provincial economy too. Whistler Rail Tours wants to zero in on the cruise ship market. The tour company representative was just in Colorado firming up a deal to buy rail cars from Colorado Railcar. At roughly $3-million apiece, the domed, self-propelled DMU cars (Diesel Multiple Units) are faster and more environmentally friendly. Whistler Rail Tours has met with Premier Gordon Campbell, along with other provincial government ministers and officials, who have expressed support for the project.

Effective Sunday, April 6th, most of the staff at Bullmoose were laid off. The last of the coal trains will leave before the end of the month ending that era of BC Rail.

BC Rail ran the last coal train over its Tumbler Subdivision Thursday, April 10, 2003. The power was Dash 9-44CWL 4641, Dash 8-40CMu 4624, 4625 and Dash 9-44CWL 4644 with 62 loads, 43 empties departed Teck at 1400, passed through Junction Switch Wakely at 1725 and arrived at the BCR/CN interchange at 2021. From there, CN forwarded the train to Prince Rupert, for unloading. BC Rail began hauling coal out of the Teck and Quintette Mines in Tumbler Ridge in 1983, but the market for its export coal collapsed in the late 1990s. BC Rail is still millions of dollars in debt for construction costs on the electrified Tumbler Ridge Subdivision.

Due to the CN derailment and fire on the bridge on their north line CN has been running detours on BCRail. These detours will run until repairs are made to the CN trestle.

The Request For Proposal went out and apparently CN, CP, BNSF, UP and OmniTrax have made their interest known. An internal BC Rail memo suggests that if CN takes over that 1200 BC Rail employees will lose their jobs. Stay tuned!

Rail tourism could be coming to Prince George. Prince George figures in the long-term plans of a company developing a tourist rail service on the BC Rail line, says the company's president. Whistler Rail Tours has already begun planning for a luxury passenger service between North Vancouver and Whistler, said Michael Drever, who is also president and CEO of Cruiseshipcenters Canada. The idea is to tap into the lucrative cruise ship market, said Drever. Research has shown that 48 per cent of the 1.1 million cruise passengers docking in Vancouver every year already take, or would like to take, one or two-day trips inland in conjunction with their cruise. Only about one per cent travel to Whistler now. The Whistler Rail Tours operation will be based on models already proven to be successful in Alaska, said Drever. Passengers disembark and take a short rail trip, usually to a luxury wilderness resort. Feasibility studies suggest the venture could create $477 million in economic benefits to the Whistler corridor by 2010. The company envisions taking the service even further north, said Drever. Of the cruise ship passengers keen on taking side trips, about 12 per cent have expressed an interest in extended land excursions, he said. Phase 2 of Whistler Rail Tours' plans involves building a wilderness lodge between Lillooet and Clinton. Visitors could then be bused to Kamloops where they would board a train back to Vancouver, said Drever. Longer range plans include running the service up to Prince George, he said, although the company hasn't yet completed any detailed planning. It would likely link up with the Via Rail service to take passengers to Prince Rupert where, once an expected cruise ship terminal is built there, they can re-join their cruise. Whistler Rail Tours is proceeding despite the fact there are no guarantees they will be given access to BC Rail's lines. The provincial government is currently seeking proposals from private companies to run the freight service for BC Rail. Such proposals must include an allowance for the possibility of bringing back passenger service. Drever said his company is in contact with the government as it develops its plan. He is confident it will go ahead, regardless of who is running the railway. He also said the company should be viable despite the fact BC Rail's luxury Whistler Northwind passenger service didn't even last two seasons. It will not be a scheduled passenger service, he said. Instead, it will be entirely tied to bookings through tour companies and travel agents. Whistler Rail Tours has some high-powered backers, if attendance at the Whistler council meeting are any indication. The company's advisory board includes: Don Bell, co-founder of Westjet Airlines; Doug Kelsey, Skytrain president and CEO and chair of the 2010 Olympic bid transportation committee; Stan Springer of Resort Reservations, who said deals are already being struck with 80 hotels in Whistler; and Tom Raider, the founder of an Alaskan rail tour company offering similar services.

THE PGE IRON ORE SPUR AT ALTA LAKE
and
THE IRON KING MINE:
PGE's FIRST BULK MINERAL SHIPPER

By Eric L Johnson

An iron mine at Whistler? Certain Pacific Great Eastern (PGE) employee timetables, dated between 1918 and 1950, make reference to a location called "Iron Ore Spur". The spur was located halfway between Rainbow Station and the Mons wye. This little known trackage has a long forgotten, yet interesting, story to tell.

Following the cutting of the Canadian Pacific Railway's Squamish/Lillooet survey trail of 1873 (*The Cariboo, issue 37*), a number of mineral prospects were soon located along the line. Among the prospects was a limonite (commonly known as bog iron when impure and water-saturated) occurrence about one mile north of Alta Lake. The deposit was thought to be of iron ore grade and claims were staked along the trail, from the swamp below to well up the mountainside, but not until 1917 was any serious mining done. Over the years, the British Columbia Minister of Mines, as well as others, referred to the property as the Cougar Group, the Alta Lake Group, the Iron King Quarry, and most frequently as the Iron King Group.

In a heavy stand of timber are the tangled remains of 36-inch gauge tramways, laid with 30-lb rail, at the upper end of a decayed loading chute. The tramways were used to bring limonite from higher level pits to the first (1917) pit (G, map) for loading onto horse- drawn wagons; it is believed those tramways were used from about 1918 until 1934.
Eric L. Johnson photo, September 11, 2002

As the Pacific Great Eastern pushed north into the interior of the province, the railroad was seen as a viable outlet for the shipment of the iron ore. To capitalize on what was thought to be a solid source of revenue, the PGE built a 2140 foot long spur into the "iron ore" loading site.

The PGE Iron Ore Spur

Leaving the PGE main line at mile 38.3 (now, BCR mile 75.9), the spur curves away from the main line for 750 feet on fill across a flat swamp. (Today the grade is thick with low brush and is a fight to get through). Then, over solid ground, the spur runs north- westerly up a slight grade for another 790 feet through a well-defined lane in light timber. This section was apparently only lightly-ballasted, and has become a rocky channel-bed from springtime overflow of Twenty-One Mile Creek.

The remaining 600 feet of grade curves north-easterly into heavy timber, terminating in a tangent, in a cut. About midway through the final curve, the brush-choked grade almost imperceptibly splits from the well-defined, rock-filled, creek channel. At that point the creek channel curves north-easterly to parallel the grade some 30 feet away, on its west side. Farther up the channel a plank bike bridge spans the creek bed and the bike trail crosses over the decaying loading bunker which lies along the west side of the spur.

Built in 1917, the bunker/loading dock was an optimistic 200 feet in length, by about twelve feet in width. It was rebuilt in 1946 to a more realistic 80 feet in length. The remains are clearly evident today.

The bunker site is easily reached from Alta Lake Road.

About 250 feet south of the Whistler Cemetery, a short and narrow path leads down to the original tote road (see map, road A). Widened in the 1970's, this partly overgrown road runs straight north-east for 700 feet, where it reaches the seasonal overflow channel of Twenty-one Mile Creek. From that point, the road/creek channel is very rocky underfoot, and soon swings sharply to the south, reaching the bike bridge mentioned above.

Note: There are numerous, rough, bike trails meandering and looping aimlessly through the heavily-timbered ground west of Twenty-One Mile Creek - one such trail leaves Alta Lake Road about 500 feet south of the cemetery gate - avoid it!

The Haul Roads and Mine Workings

From the loading site (©), the haul road ran north-eastward over spongy (now thickly- overgrown) bog for 600 feet, crossing Twenty-one Mile Creek on a bridge long ago washed out. Rising on solid ground on the far side of the creek, the road (the old PGE tote road (A)) passes the main mining camp (F) where only charcoal and a few decaying boards can be found today. Rising northerly for about one-half mile into very heavy timber, the road (today, a biking/hiking trail) reaches the site of the early mining pits. The long deep trench (G) below the road was cut by a steam shovel that worked only a part of 1917, and smaller pits (H) which were hand-worked by pick and shovel from 1917 to 1934.

In that period, pits both below and just above Alta Lake Road were worked. The remains of several 36-inch gauge tramways with 30-lb rail are still found at what once was a loading chute just above the lowest pit (G). The loaded tram cars were either winch-operated or manhandled from the higher pits to a dumping area. From that point the "ore" was hauled by horse and wagon to the rail-side bunkers. In total, about 6000 tons of limonite was mined from this lower area.

As those lower pits were worked out, a truck haul road (I) was built up the mountainside to a landing/loading chute at the base of a newly-built, steeply-inclined, winch-operated, tramway (J) whose upper terminal was at the base of another large deposit of limonite (K). The mountain side rises steeply, and timber - although thick - is mostly smaller pine and hemlock. Several pits were worked there from 1935 until 1946, when plans were made to work a still higher deposit (N); to that date about 4000 tons had been mined from the mid-level pits.

It appears a second tramway (L) was started in 1946, but possibly not completed since a one-mile truck haul road (M) was built in 1947 for a more direct haul to the bunkers at the PGE's iron ore spur (the road is still in fair condition today). However, those upper pits are relatively small, and Minister of Mines reports state no "ore" shipped after 1950. About 1000 tons had been mined from the highest deposits, ending the life of the Iron King mine. Note that mining had been done only during the summer months, and in some years no shipments were made at all.

The "Iron Mine" Down-Graded

In 1917, with high expectations for a prosperous iron mine, the owners of the Cougar/Iron King group had a 200-foot long bunker/loading dock built for shipping the ore, and soon after that, a steam shovel at work. However-within weeks of the first shipment of limonite to the Irondale Smelter in Port Townsend, Washington. It was learned that as iron ore the product was WORTHLESS - unacceptably high in phosphorus for smelting and too low in iron content. (The most useful iron ores, hematite and magnetite, contain about 70% iron, while the iron content of pure limonite is less than 60%), the impure Cougar/Iron King limonite averaged less than 50% iron. Thus ended the mines value as a source of iron ore. It is interesting to note; the PGE continued to call the trackage into the loading site the "Iron Ore Spur" until its demise almost forty years later.

The Rebound

Although a poor source of iron, limonite is also a useful agent for "cleaning" noxious, gaseous by-products from the gas produced in the dry distillation of coal (coking)-and that became the market for Iron King limonite from 1918 until 1950.

The coal distillation process had been devised in Europe 150 years earlier for manufacture of coke required for iron ore reduction, but coal (illuminating) gas at that time was the by-product. Most types of coal contain appreciable amounts of sulfur and in the coal distillation process a minor amount of hydrogen sulfide gas is also driven off, along with other gaseous by-products. Unpleasantly known for its rotten egg smell, hydrogen sulfide is toxic even in relatively low concentrations, but filtering the coal gas through beds of limonite removes most of the noxious gases. Still, extraction of hydrogen sulfide is not complete, and even in extremely low concentrations its odor is readily noticed – an important leak-detection feature when coal

gas came into use for domestic lighting and heating.

In British Columbia, the chief buyer of Iron King limonite was the British Columbia Electric Railway Company (BCER), whose manufactured gas was piped to households and industries from its Vancouver and Victoria coking ovens. There, the gas produced, chiefly methane and ethane, was the major product, with heavier hydrocarbons, coke, and coal tar as valuable by-products - in 1935, a peak year, BCER produced 5,000 tons of coke.

In Vancouver coal gas generated by BCER was first stored in several large "gas holders" (tanks), but in 1928 they were replaced with a new, three million cubic-foot, "water less gas holder" or "gasometer". Long-time Vancouver residents clearly recall the impressive 250-foot tall structure that dominated the skyline at the south foot of Carrall Street, adjacent to the Georgia Viaduct. To the south of it, on the False Creek waterfront, were the ovens where coke, gas, and by-products were generated. Coal was barged in from mines at Nanaimo. In 1945, BCER got control of eight of the most valuable of the Iron King claims and mined them until 1950.

The End of the Line

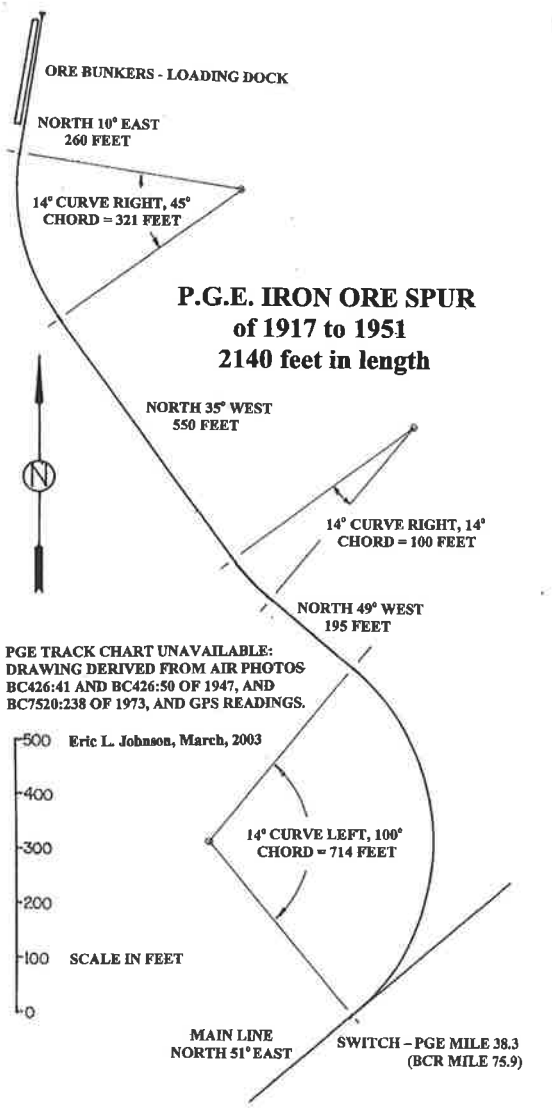
Natural gas pipelines began reaching British Columbia's lower mainland in 1956. Cheaper-cleaner natural gas became the fuel of choice, by January 1957, BCER's coal gas plant was shut down. Today the plant site is no more than a paved waterfront parking lot just east of B.C. Place Stadium. Why then had the Iron King mine been shut down in 1950? It would appear that the mine had simply been worked out. To continue production, BCER must have turned to other suppliers of limonite for those last years, 1951 to 1956.

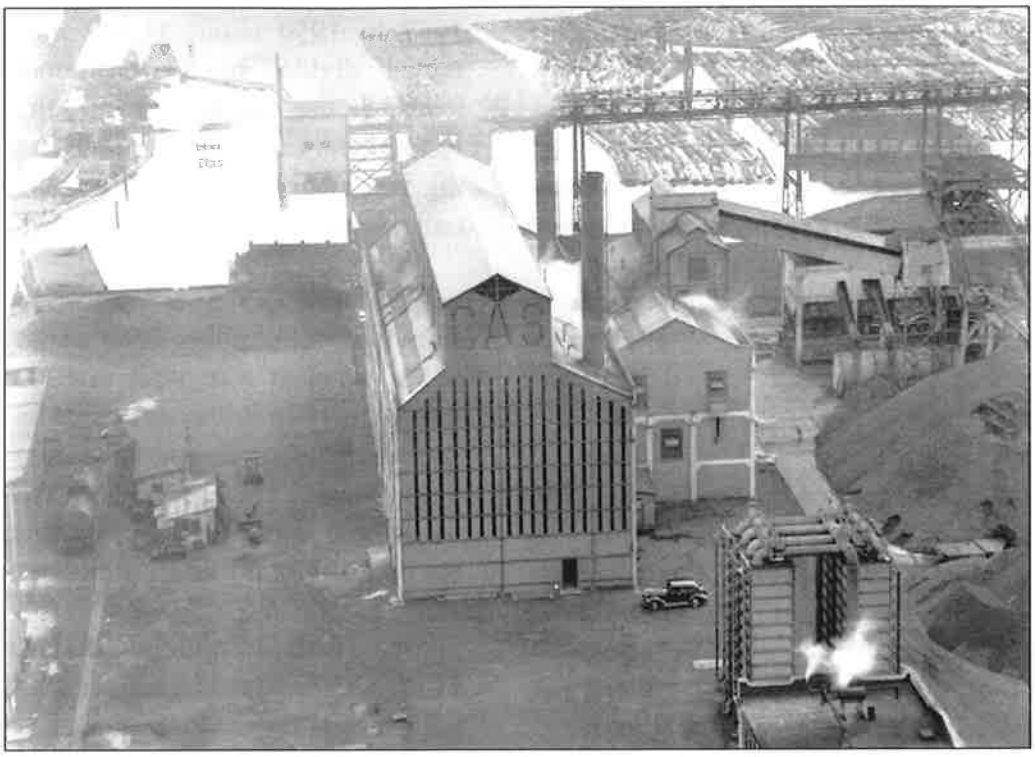
PGE Carload Estimations

Limonite was likely shipped by PGE gondolas, series 901 to 910, bought in 1914. With a 50-ton (100,000 lbs) load limit, the cars were 40 feet in length, 9-1/2 feet wide, and 4 feet deep, when level-loaded of 1520 cubic feet volume. However, moist limonite weighs about 250 lbs per cubic foot (or about eight cubic feet to a ton), therefore if filled level the gondolas would have carried 190 tons, almost four times the load limit. Thus, the gondolas were only partially filled. From 1917 to 1950 about 11,000 tons of limonite were mined; divided by 50 tons/gondola, about 220 car loads. In use only during the summer months of thirty-four years of operation (and in some years no mining was done), the iron ore spur carried on average only about six or seven cars per year.

PGE's "Iron Ore Spur" was intermittently listed in employee time tables from about 1918 to the early 1950s, when it was deactivated. About 2140 feet in length, in 1946 it was described as a 35-car spur, connected at the south end (that number of 40-foot cars occupy about 1600 feet). The "Iron Ore Spur" turned out to be a rather insignificant, but curious, feature in the Pacific Great Eastern Railway's history.

Sources: British Columbia Minister of Mines Reports, 1917 to 1972, and Municipality of Whistler maps, and with special thanks to Timothy Horton.

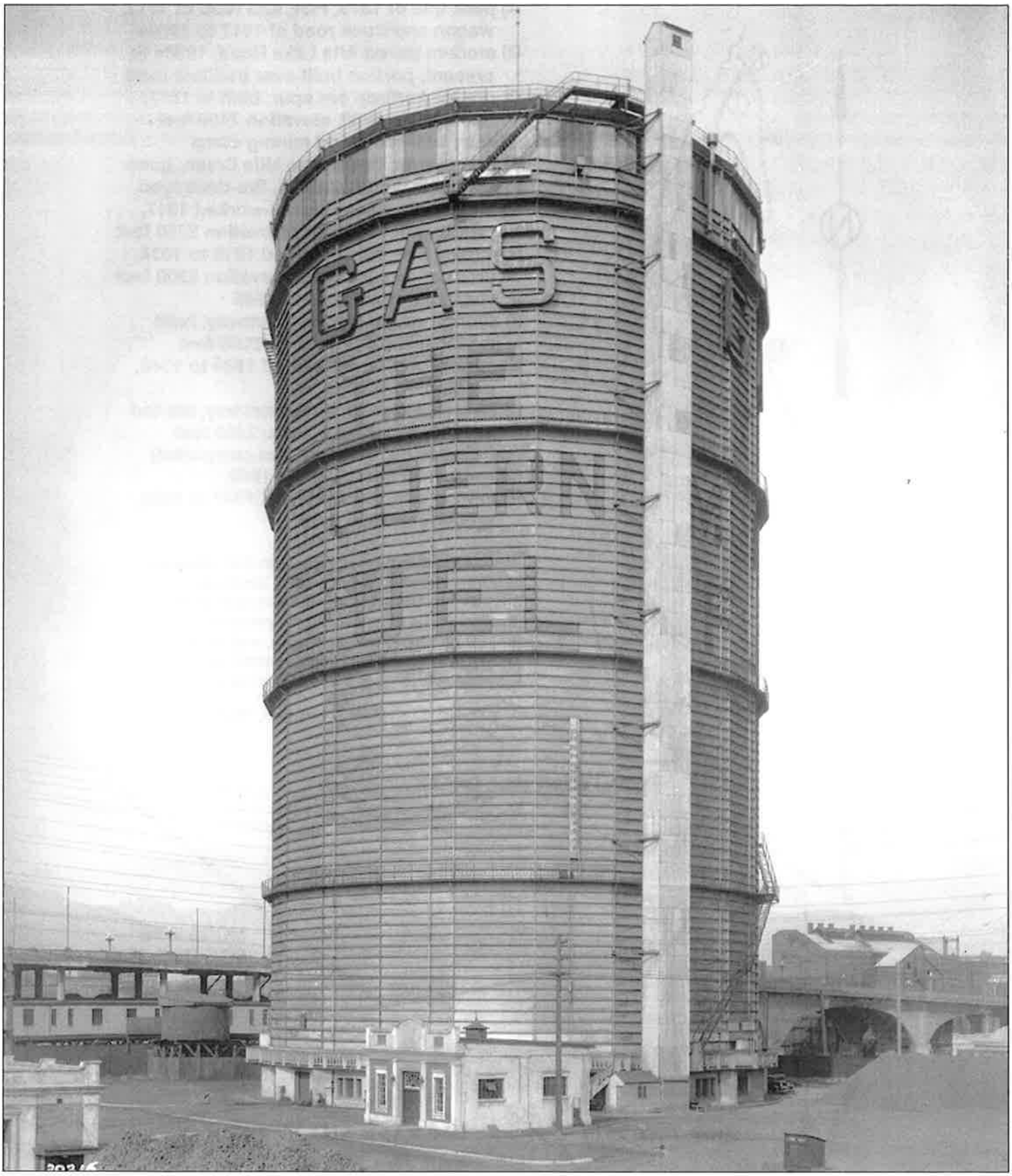




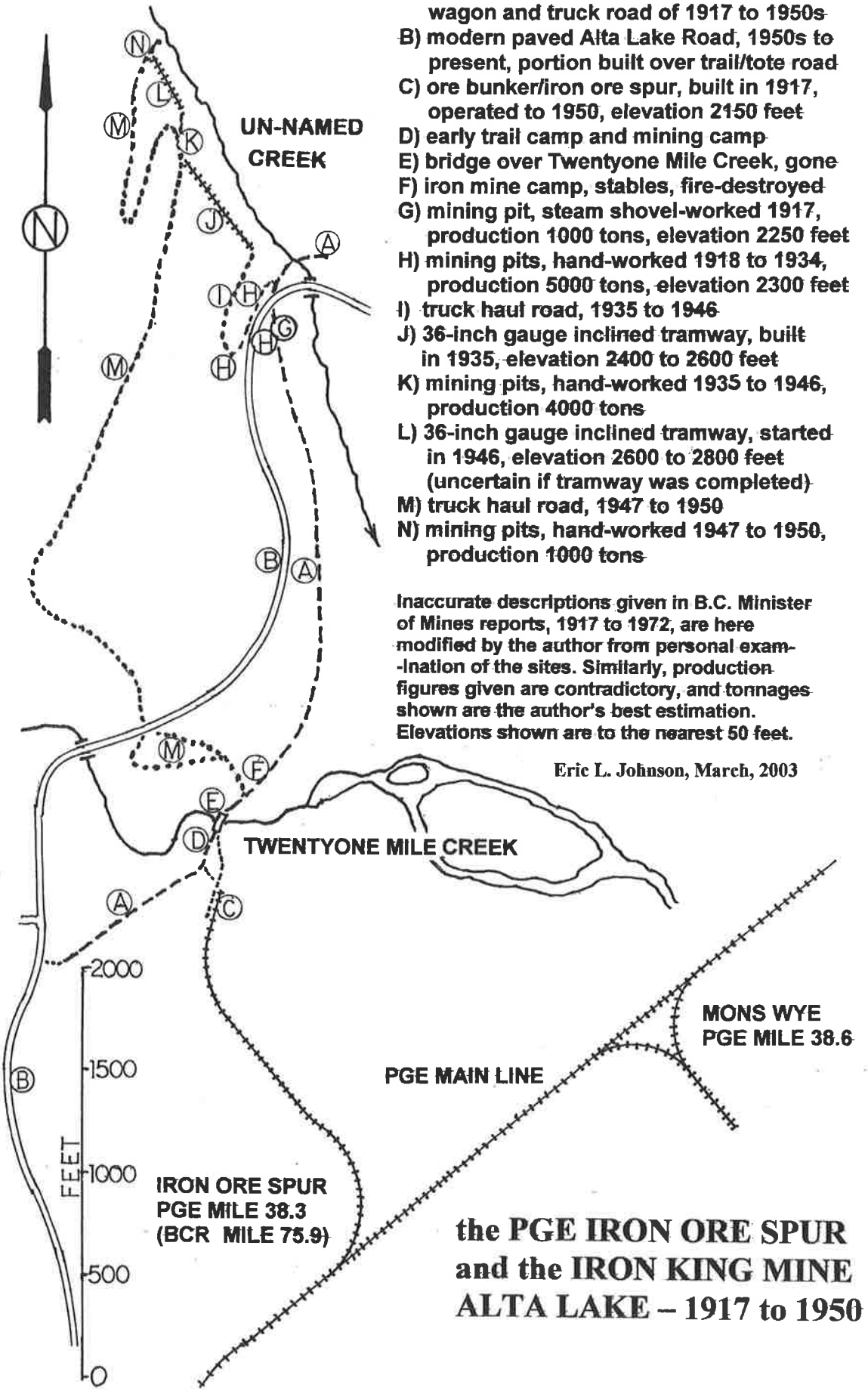
A view to the south, taken in 1937 from the top of BCER's gasometer, showing the coke ovens on the north shore of False Creek, coal stock pile on the right, and at upper right a barge loaded with coal. On a BCER spur at the left is a tank car, maybe containing coal tar. *Vancouver Public Library, Special Collections, VPL 24251*

In the deep shade of tall cedars are the remains of the Iron King ore dock - the camera tripod stands on the end of the grade of the iron ore spur.

Eric L. Johnson photo, August 6, 2002



A 1934 view of BCER's 250-foot tall gasometer built in 1928 near the south foot Carrall Street in Vancouver. Note the original Georgia Viaduct on its north side. Vancouver Public Library, Special Collections, VPL 23527

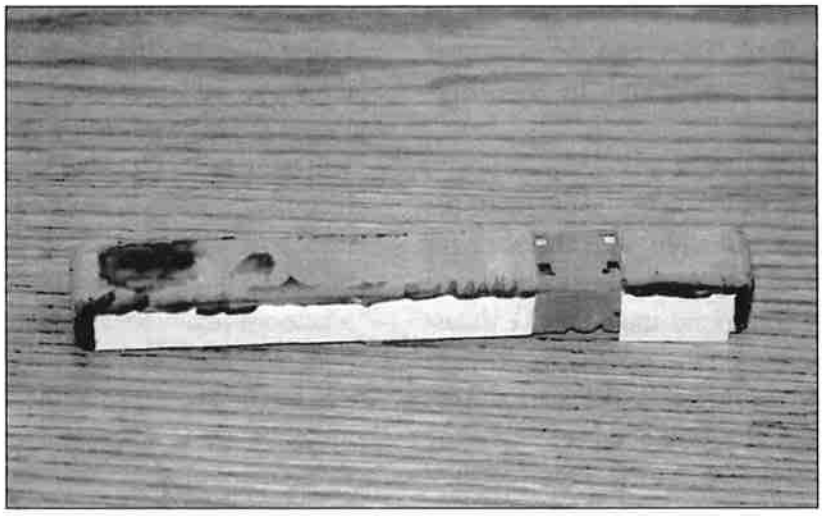

A) pack trail of 1873, PGE tote road of 1913, wagon and truck road of 1917 to 1950s
B) modern paved Alta Lake Road, 1950s to present, portion built over trail/tote road
C) ore bunker/iron ore spur, built in 1917, operated to 1950, elevation 2150 feet
D) early trail camp and mining camp
E) bridge over Twentyone Mile Creek, gone
F) iron mine camp, stables, fire-destroyed
G) mining pit, steam shovel-worked 1917, production 1000 tons, elevation 2250 feet
H) mining pits, hand-worked 1918 to 1934, production 5000 tons, elevation 2300 feet
I) truck haul road, 1935 to 1946
J) 36-inch gauge inclined tramway, built in 1935, elevation 2400 to 2600 feet
K) mining pits, hand-worked 1935 to 1946, production 4000 tons
L) 36-inch gauge inclined tramway, started in 1946, elevation 2600 to 2800 feet (uncertain if tramway was completed)
M) truck haul road, 1947 to 1950
N) mining pits, hand-worked 1947 to 1950, production 1000 tons
Inaccurate descriptions given in B.C. Minister of Mines reports, 1917 to 1972, are here modified by the author from personal exam-ination of the sites. Similarly, production figures given are contradictory, and tonnages shown are the author's best estimation. Elevations shown are to the nearest 50 feet.
Eric L. Johnson, March, 2003
UN-NAMED CREEK
TWENTYONE MILE CREEK
PGE MAIN LINE
MONS WYE
PGE MILE 38.6
IRON ORE SPUR
PGE MILE 38.3
(BCR MILE 75.9)
2000
1500
1000
500
0
FEET
the PGE IRON ORE SPUR
and the IRON KING MINE
ALTA LAKE – 1917 to 1950

MODELLING BC RAIL SLUGS IN HO SCALE

By Mark Carelton

Between 1981 and 1987, BC Rail (British Columbia Railway) constructed 10 yard slugs, using components from then recently retired RS-3's. They were designed for working in yard duties with the C-420 and RS-18 locomotives. More recently they have been re-worked for better performance, working in pairs with re-built RS-18's (CRS-20). The slugs are still in service today, and can be found performing in yard duties at many BCR terminals.

Almost 12 years ago I kit bashed a model of a BC Rail slug. At the time it was an acceptable rendition of one of these units. I disposed of it years ago and now having recently switched back to modeling the BCR, I find myself in need of a few of these units. I decided to document the process as I go about it. The steps I used are what work for me. Others should confirm all measurements themselves and make modifications as seen fit. Hopefully this might help those who are also interested in modeling these units.



To get started I used an Atlas RS-3, an extra set of Atlas handrail, .005" and .010" sheet styrene, strip styrene and Plano GPF, F unit louvers (part no. 461), headlight casting, sand filler covers, a brake wheel, and MV lenses.

Start by disassembling the RS-3. Remove the handrail and cab. Separate the body from the running board section and then remove the frame. Set all these aside till later. Next remove the motor, drive shafts and worm gears from the trucks. This model when finished will not accommodate the motor, and therefore must remain unpowered.

Working on the pilot, I prefer to remove the angled footboard area. I used a dremel with a very small cutting bit to do this. Refer to figure 1. I did not remove the pilot section under the coupler box. After the area mentioned has been removed, I cleaned it up using sandpaper. Next I cut two pieces of .010" styrene sheet and glue them to the pilot face as shown in Photo 1. Be sure to keep the top edge straight in-line with each side. Also make sure the top edge is below the handrail mounting holes. After this has dried trim the styrene to match the sides and bottom of the center pilot on the model. Take a rectangular strip of styrene (1/64 x >010") and glue it to the bottom of the center pilot right across both sides that you have just added. Trim the ends to the pilot sides. Again refer to Photo 1.

Do the same with the other end. Where the cab used to sit measure and drill two more holes for the stanchions on both sides. Keep them in line and spaced with the others. When this is finished remove the two cab alignment ridges with a file.

Now for the main body work. This is going to require two lateral cuts with the center section to be discarded. The reason two cuts are required is that the top is needed and the mounting tabs at the bottom of the shell will be required for remounting. I again used a Dremel motor tool for this. The cuts will have to be somewhat straight so use a fine saw of some sort if you're more comfortable with that.

I recommend scribing a straight line for the bottom cut as there will be no reference point otherwise. Measuring from the bottom edge of the body, scribe then cut around the entire shell at 3.75 feet in HO scale.When completed take the top off the shell and cut again around the entire shell at the line cast in the shell where the rounded corners of the top meet the sides. Be very precise with these cuts. If necessary give yourself some extra room by cutting more towards the middle of the

shell. Clean up the edges to the above dimensions. The center section is not used. See Figure 2.

When mating the top and bottom sections together for gluing, I found it easier to have the bottom section snapped into the walkway section.This gives it more rigidity. Take the bottom section and glue strips of .010" styrene about 1/4" in width and in sections several inches long on the inside of the shell laterally so they overlap the bottom section by about 1/8". Do this around the body. (Be careful when gluing around the location where the trucks will be. You may have to leave strips out where the trucks will swing as not to interfere with them.) This will act as a guide for aligning the top part of the shell. Let it dry thoroughly.

Note- All the measurements I have quoted here are for precise sizing of the body. I usually increase these measurements to a point where I can trim them later. In photo 2 you will notice the short hood sections of the styrene overlap the shell. They can be trimmed later. This allows room for variations in measurements.

Next, cut a block of wood to fit to the inside cavity of the shell. Do not glue it in. This will strengthen the shell for filing and sanding. File off all the detail along the roof and sides. The big things like the round intake and exhaust stack, and the grills and piping on the sides will come off with the file. The doors and the recessed will not. Sand off the door on the front and the brake wheel-mounting bracket on the rear. If you are able to file the recessed areas out, you won't have much wall thickness left. Here's how to resolve this.

After the larger details are filed out, sand them and the door areas till their smooth. Using sheet styrene (.005"), cut a large piece so it has a length of 4 1/4" (32 HO feet) and the width of 9/16"(3.75" HO feet). Using the vertical line where the rounded edge of the front of the unit meets the side, glue the edge of this styrene along this line. Refer to Photo 2. Glue the styrene onto the body all the way down to the cab-mounting location. Keep the top edge of the styrene straight along the line where the rounded edge of the top meets the side. Do both sides. For the short hood section, cut a piece of 005" styrene 1 1/8" (8 Ho feet) in length by 9/16" (3.75 HO feet) wide. Using the cast vertical line at the rear do the same as you did for the long hood. Do both sides.

You will notice that the cab mounting area has been partially covered with styrene. Trim the edges using the cast vertical lines as a guide. The distance left uncovered should be 6 HO feet. Using .005" sheet styrene cut a piece that is exactly 6 HO scale feet wide. The length has to be long enough to wrap around of one side from the bottom of one side to the bottom of the other. Gluing from the top edge and making sure both sides are perfectly lined up with the vertical body lines, wrap and glue the styrene around the body. Let all this dry. Using another piece of .005" styrene, repeat this process and overlay the first piece. This will give the cab area a different thickness appearance from the body. I used an ACC cement to ensure a strong hold on the edges.

The holes in the body where the exhaust stack and round intake used to be should now be filled. I used several layers of scrap styrene built up with ACC. When it is dry file it flush with the body.

Using your favorite brand of contour putty start filling in the holes and recesses in the body. Refer to Photo 2. When these areas dry, sand them smooth. This process will have to be repeated several times over again to get a nice finish. Keep a rounded edge at the roofline and corners when sanding. The edges where the styrene and body meets should also be filled with putty and sanded to a smooth finish so no seems are showing. The exception here is where the styrene wrapped around where the cab used to be should have the seams left. I have found that although not exact, prototype photos reveal vertical weld lines where plating has been installed. When puttying and sanding, I left the hole in the rear end of the short hood for the brake wheel, as one will be added later. Once you are happy with the finish of the body, set it aside. I find that a coat of primer at this point will show flaws in the sanding process. After primed and dry, I will often reputty and sand.

Now I can add a small piece of strip styrene 2' x.75' in HO scale to the front of the body. Center it near the top edge of the body and glue it in place. Glue it so that it is laying horizontally but straight in line at 90 degrees to the walkway. Refer to the prototype photos. I also cut a new access door from .005" styrene. It should be 2 HO feet wide by 4 feet high. Center it under the headlight bracket and glue in place. Center and glue on the headlight bracket. Also, glue four small sand filler hatches to each corner of the roof. Refer to the prototype photos. Assemble the unit with the trucks and check them for free movement,

using the prototype photos as a guide, I have found that the stock Atlas fuel tank arrangement is very close for modeling the following units,: S-401, S-403, S-406, S-407, S-409, and S-410. If units S-402, S-404, S-405 or S-408 are to be modeled, they would require fuel tank modification.

The Plano GPF/F unit covers should be now added. Referring to the prototype photos they should be arranged in pairs, with three pairs per side. Cut them from sprue carefully and glue them in place using ACC.

Next I primed all subassemblies. These units can be painted in the old BCR dark green with dogwood scheme if modeling units between 401 and 405, or the BC Rail dark blue scheme for all units, depending on your modeling period. The exact color will depend on how long it has been in service and your preferred choice of model paint manufacture. For the blue in Photo 3, I used Model Masters "Blue Angel Blue". I used a Humbrol "Matte Aluminum" for the under frame.

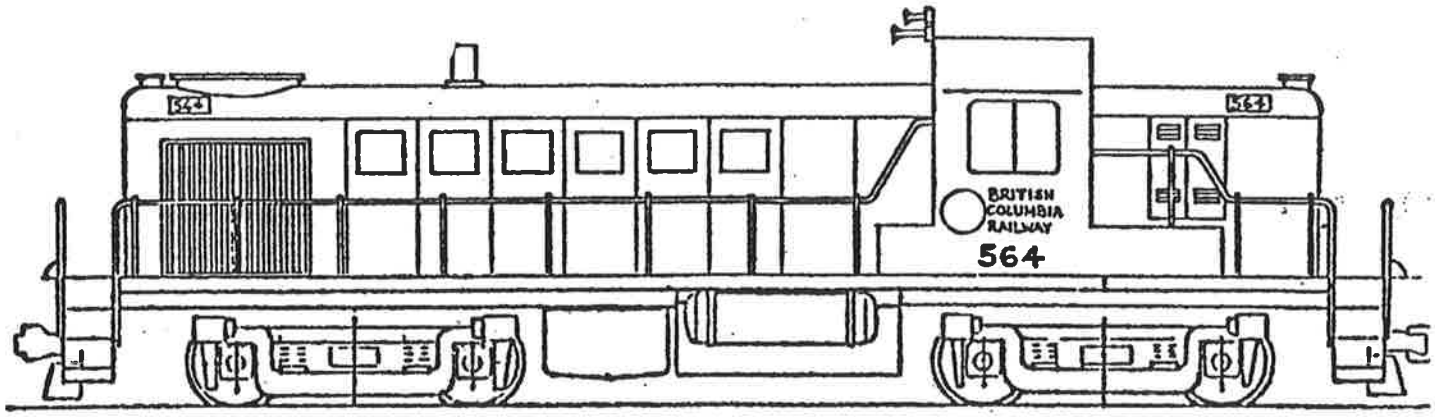
When painting is complete, I recommend using decals from Microscale and Andy W. Scale Models to finish the unit. Again, refer to the prototype photos for correct placement. The decals can be sealed using a semi-gloss or flat lacquer.

The final step is the handrail and small details. The extra set of handrail, which are required, will need a small piece of straight section cut out. This piece will include two stanchions per side. Cut the long hood and short hood handrail included in the kit at the nearest stanchion where the railing curves upward. Discard the cut section. Insert the new piece taken from the extra set, on each side and glue carefully in place between the outer pieces. Extra lengths of "railing" will have to be cut to fit and glued between stanchions. The handrails are the hardest part of this project in my opinion, and will require a great deal of patience for the fitting and alignment.

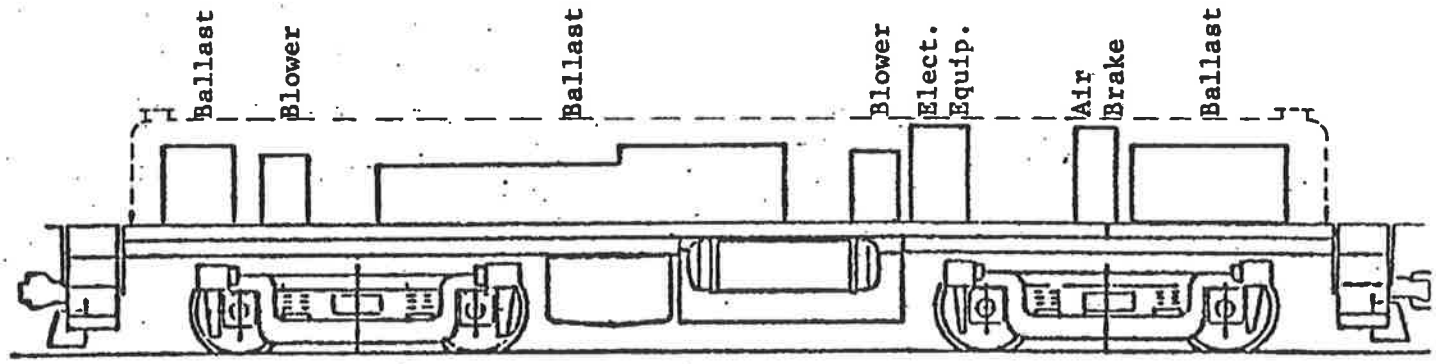
When complete use a brush and carefully paint the handrail using the appropriate colors. Add the brake wheel supplied (or after market detail) and glue small MV lenses in the headlight casting. Paint these details and you are ready to roll.

See additional photos on pages 23 and 24

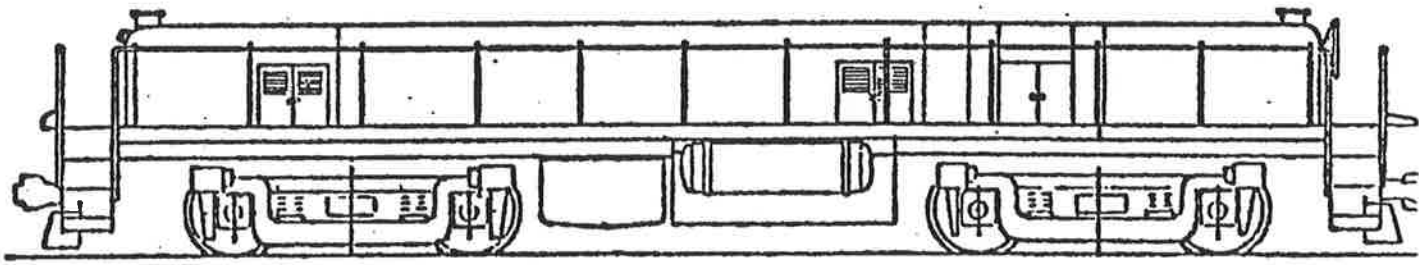
BC Rail S-401 at North Vancouver in 2001
Photo by Dan Rowsell



ALCO RS-3



EQUIPMENT LOCATION



SLUG

FIGURE 1

Mill Notes

by David Barone

Keeping a company's appearance fresh in a tough environment is what corporate image is all about. Some will argue that a time honored corporate logo shows strength. While others will say you need to update your image to stay with the times. CN for example, has used the same logo for almost forty years, and is considered to be in the top ten of most recognizable logos in the world! During that same period BCR has gone through four complete corporate image changes. (Pacific Great Eastern to British Columbia Railway to BCR to the current stylized BC Rail)

Whether your business is in the food industry, marketing people are constantly updating the graphics on the same old product in hopes of better sales, or the lumber industry. Corporate image and recognition is an important part of every business. In the lumber industry it is interesting to follow the progression of the lumber wrap from its simple beginning as a protective covering, to its use as a front line marketing tool.

As the shipment of bundled lumber by flat car became more popular (easier to load = costs less) the need to protect the wood from the elements became an issue. Clear plastic sheets were originally used to cover the bundled wood. Draped over the bundle and stapled to the sides, the thin plastic was prone to wind damage from the moving train. As technology in the plastic world increased, larger and heavier gauge sheets of plastic became available. Mill owners began printing their logos on the now white plastic as a form of advertising. Most of the early bags had a simple, small one or two color logo with the mill name and location advertised. As improvements in the manufacturing and printing of plastic sheets were made, larger and more colorful graphics were introduced.

In the 1990's, environmental concerns about logging, and the use of other than wood products for construction (metal studs and recycled plastic beams) launched an advertising campaign defending and promoting the use of wood. You may have seen "Wood, The Natural Choice" or "Our Renewable Resource" used by several mills. The new thing is getting your web site address out in front of everyone, www.check us out.com. Canfor has recently updated there graphics with a new "IT'S TRUE" slogan along with their web address.

Another Fort St. James operation is TL'OH Forest Products. This Aboriginal Joint Venture between the Nak'azdli Indian Band and Apollo Forest Products is a value-added plant that specializes in I-beams and finger jointed lumber. The operation is entirely owned by the Nak'azdli First Nation and is located on Nak'azdli reserve land. They sell logs to Apollo at market price to be milled, Apollo then sells the trim ends back to TL'OH. TL'OH uses this saw milling waste to make value added products which are sold in Canada, the US and Japan.
The dark blue and red TL'OH graphics are quite stunning and reflect their aboriginal heritage.

Other mills have recently gone through upgrades and corporate logo changes. Apollo Forest Products has recently undergone a $11 million first phase of a three phase upgrade at their Fort St. James stud mill. The upgrade included innovative sorting equipment as well as improvements in their planning operation. Along with the mill improvements Apollo is sporting new graphics on their lumber wrap.

PRODUCTS OF INTEREST
By Timothy J. Horton

In this issue we learn of new boxcars lettered for British Columbia Railway and Mountain Pine Lumber from Atlas in both HO and N scale. Those modelling the PGE/BCR in N scale will also welcome the announcement of the RS-10/RS-18 from Hobbycraft Canada and the Pullman troop sleepers from Micro-Trains.

I encourage you to contact me at thorton@telus.net in the event that you are aware of product releases which should be documented in this column, or if you are willing to undertake the review of a particular product for our readers.

N Scale

Atlas Model Railroad Co. (603 Florence Avenue, Hillside, New Jersey, U.S.A. 07205 Website: www.atlasrr.com) has released new paint schemes and road numbers for their 53' Evans double plug door boxcars. Items #31202 and #31202 are re-runs of the British Columbia Railway scheme with light green door and dogwood herald. The two new road numbers are BCIT 800420 and BCIT 800445 respectively. (These are the 3rd and 4th road numbers offered in this scheme.) Items #31251 and #31252 are for Mountain Pine Lumber, which ran on the British Columbia Railway until the early 1990s. Road numbers are MRCX 100 and MRCX 113 respectively.

The BC Rail Dash 8-40B diesel locomotives are also in hobby shops now.

Canadian Hobbycraft (140 Applewood Crescent, Concord, Ontario, Canada, L4K 4E2 Website: www.hobbycraft.com/life-like.html) has announced that they will release their Proto 1000 model of the RS-10 and RS-18 in N scale in November 2003. Item #008-800061 will be decorated as PGE No. 587 in orange with the green stripe. MSRP is unknown at this time.

Also on the way from Canadian Hobbycraft are chop nose GP9s for CN, which will be of interest to those modelling BC Rail in the North Vancouver or Prince George areas. Item #801008 and #801009 are the yard versions in red, orange and black with the large noodle. Road numbers are #7001 and #7230 respectively. Delivery is scheduled for August 2003 and MSRP is TBA.

Next year Canadian Hobbycraft will release a second run of its Canadian C-424 locomotives with revised tooling. This time the CN version will have the correct notched rear end. These locomotives are of interest to BCR modellers as 22 of them were leased to the British Columbia Railway during the late 1970s/early 1980s. Estimated delivery date is January 2004.

Kaslo Shops Distributing (2516 Quartz Place, Coquitlam, B.C. V3E 3K9 Website: vvv.com/~jwhitmore/) has released their body shells for the CN Rail SD50F and SD60F locomotives. These one piece castings include an etched metal fret and resin detail parts, and drop onto the Atlas SD50 and SD60 mechanism. Part numbers are NL-3 for the SD50F (CN #54005459) and NL-4 for the SD60F (CN #5500-5563). MSRP is $75.00 CAD and they are in hobby shops now. These locomotives were used on the Tumbler Ridge coal trains between Tacheeda and Prince George from 1989 to 2000.

Also released from Kaslo Shops is the long awaited N scale version of the combination door boxcar. This kit (NK-15) includes cast resin parts for the underframe, body shell, main doors, and an etched metal fret for the detail parts. The kit retails for $25.00 CAD.

Also released from Kaslo Shops are the N scale versions of the BCNE/Procor/Sultran 100 Ton Gondolas. These have been seen in sulphur service on BC Rail since the late 1970s. This kit, which is being produced on a commitment basis at the request of several BC Rail SIG members, comprises a resin body and etched metal detail parts. There are three versions: NK-16 (BCNE/CN/SULX), NK-17 (Sultran/Procor Phase I), and NK-18 (Sultran/Procor Phase II). All retail for $25.00 CAD each.

Kaslo Shops has also announced their intention to produce body shell kits for the BCR MLW M-420 and M-420B locomotives in 2003. These kits will include a one piece cast resin body shell, fuel tank, MLW ZWT truck sideframes, and etched metal handrails. They will be designed to fit onto the Atlas B30-7/B36-7 chassis.

Micro-Trains Line Co., Inc. (351 Rogue River Parkway, P.O. Box 1200, Talent, Oregon U.S.A. 97540 Website: www.micro-trains.com) has released a reprint of their fifty foot boxcar with plug door in the PGE map herald scheme. Item #32260 is decorated as PGE 4521 and retails for $13.65 USD.

Micro-Trains has released their Pullman troop kitchen cars and troop sleeper cars. The PGE acquired a number of the troop sleepers in 1949 for use as head end express and mail cars. Many later found their way into outfit service, and lasted well into the BC Rail era. These models should lend themselves well for conversions into PGE head end cars or BCR outfit cars.

Model Die Casting, Inc. (5070 Sigstrom Drive, Carson City, Nevada U.S.A. 89706 Website: www.mdcroundhouse.com) has released a four-pack set of boxcars decorated for PGE/BCR. These are exterior post combination door boxcars in the dark green scheme. Two cars are finished in the revised PGE map scheme and two cars are finished in the dogwood scheme. These are not prototypical cars, but may be of interest to some modellers. Item #89472 is in hobby shops now.

Pacific Western Rail Systems (16015-10th Avenue, Surrey, B.C., CANADA V4A 1J7 Website: www.pacific-western-rail.com) will issue a special run of the Intermountain N scale 40' Boxcar in 2003.

There will be four sets of three cars with different road numbers: one set in Freight Car Red with the black and white map herald, one set in Freight Car Red with the black, grey and white map herald, and two sets in light green with the dogwood herald. These cars will be correctly painted and lettered for the PGE/BCOL 4000 series cars, for which the Intermountain model is a close match. The 4000 series boxcars remained in service until the mid 1980s.

PWRS has issued another run of the Canpotex cylindrical hoppers in N scale. These cars are seen regularly in North Vancouver. Pacific Western Rail Systems also offers custom painted locomotives and cabooses in the scheme of your choice and you are invited to contact them or visit their website for details.

Red Caboose (P.O. Box 250, Mead, Colorado, U.S.A. 80542 Website: www.red-caboose.com) has released two BC Rail versions of their Thrall 73 foot truss centrebeam car. They come with a die-cast underframe and Micro-trains trucks and couplers. The truss centrebeam version is sold as item #RN-16521 (single cars for $19.95 USD) and Item #RN-16522 (three-pack for $59.85 USD). This car is correct for series BCIT 873000-873099 which BC Rail received new from Thrall in 1988. The opera window version is sold as item #RN-16605 and are also available as single cars or in three-packs. These are a close match for the BCIT 871000-871149 and 871200-871259 series received from Thrall in 1984. (The prototype cars are 71' whereas the model is 73' in length.) Twelve different road numbers of each version are available.

HO Scale

Atlas Model Railroad Co. (603 Florence Avenue, Hillside, New Jersey, U.S.A. 07205 Website: www.atlasrr.com) has released new paint schemes and road numbers for their 53' Evans double plug door boxcars. Items #1756-6 and #1756-7 are re-runs of the British Columbia Railway scheme with light green door and dogwood herald. The two new road numbers are BCIT 800420 and BCIT 800445 respectively. Items #1775-1 and #1775-2 are for Mountain Pine Lumber, which ran on the British Columbia Railway until the early 1990s. Road numbers are MRCX 100 and MRCX 113 respectively.

Canadian Hobbycraft (140 Applewood Crescent, Concord, Ontario, Canada, L4K 4E2 Website: www.hobbycraft.com/life-like.html) has commenced shipments of their Proto 1000 model of the RS-10 and RS-18. Plans for the PGE release have changed - item #433-600061 will now be finished as PGE No. 587 decorated in orange with green stripe. MSRP is $199.99 CAD.

Also released are special run Atlas C-425 locomotives decorated for British Columbia Railway as follows: #550260 and #550261 are #802 and #805 in the two tone green with straight stripe, and #550262 and #550263 are #811 and #812 in the two tone green lightning bolt scheme. (**Ed. Note:** #811 was never painted in this scheme.) MSRP is $208.35 CAD.

Kaslo Shops Distributing (2516 Quartz Place, Coquitlam, B.C. V3E 3K9 Website: vvv.com/~jwhitmore/) has released body shells for the CN Rail SD50F and SD60F locomotives. These one piece castings include an etched metal fret and resin detail parts, and drop onto existing Athearn or Proto 2000 chassis. Part numbers are HL-6 for the SD50F (CN #54005459) and HL-7 for the SD60F (CN #5500-5563). MSRP is $99.95 and they are in hobby shops now. These locomotives were used on the Tumbler Ridge coal trains between Tacheeda and Prince George from 1989 to 2000.

Kaslo Shops has also announced their intention to produce body shell kits for the BCR MLW M-420 and M-420B locomotives in 2003. These kits will include a one piece cast resin body shell, correct MLW ZWT truck sideframes, and etched metal handrails. They will be designed to fit onto the Atlas U23B chassis. For those who desire a more accurate fuel tank, Kaslo will also offer a separate chassis and fuel tank kit, which will accommodate Athearn drive components.

Pacific Western Rail Systems (16015-10th Avenue, Surrey, B.C., CANADA V4A 1J7 Website: www.pacific-western-rail.com) will issue a special run of the Intermountain HO scale 40' Boxcar in 2003. There will be four sets of three cars with different road numbers: one set in Freight Car Red with the black and white map herald, one set in Freight Car Red with the black, grey and white map herald, and two sets in light green with the dogwood herald. These cars will be correctly painted and lettered for the PGE/BCOL 4000 series cars, for which the Intermountain model is a close match. The 4000 series boxcars remained in service until the mid 1980s.

PWRS plans to issue another run of the Canpotex cylindrical hoppers in HO scale in early 2003. These cars are seen regularly in North Vancouver. Pacific Western Rail Systems also offers custom painted locomotives and cabooses in the scheme of your choice and you are invited to contact them or visit their website for details.

Point 1 Models (distributed by Kaslo Shops Distributing) has announced a kit for the MLW S-13 switchers operated by BC Rail. Item P1HK-12 will sell for $250.00 CAD. This kit includes a cast bronze frame, motor and drive components, resin body, etched metal and resin detail parts. Athearn switcher trucks (not included) are required to complete the model.

Sylvan Scale Models (32229 Sylvan Road, R.R. #2, Parkhill, Ontario N0M 2K0 Website: www.isp.on.ca/sylvan/) has announced two HO scale resin kits which will of interest to BCR modellers. #1103 is a model of the NSC Exterior Post Double Sliding Door Boxcars (Series 841699-842099) and #1105 is a model of the NSC Exterior Post 10' Plug Door Boxcars (Series 850001-850022 and 851001-851028). Both kits include a one piece body, decals, grab irons, brake gear and ladders. You must add trucks and couplers. MSRP is $22.95 USD or $29.95 CAD and availability was scheduled for Fall 2002.

PRODUCT REVIEW: HO SCALE JORDAN SPREADER

by Andy Barber

The price ($44.95 CAD/ $29.95 USD) includes all taxes, shipping and handling charges to any destination in Canada or United States. For other destinations, contact Mark Giles at the address above, stating whether air or surface mail is desired.

This is a cast resin conversition kit which is ideal for the model builder who has kit-bashed a few boxcars, and is interested in a project which is a bit more challenging.

BC Rail operated four Jordan spreaders. They were numbered BCOL 996301-996304. This kit is for BCOL 996303 as it most easily lent itself to a realistic model with minimum effort. The other spreaders can also be built, but a kit-bash of the kit is needed. BCOL 996303 was sold for scrap in 1999, so we are fortunate that Mark Giles and Dan Rowsell took measurements and photographs before it disappeared.

Building a model of BCOL 996303 requires two separate kits: a Walthers Jordan Spreader Kit (#932-5351 to 5362), which retails for about $ 35.00 CAD/ $ 25.00 USD, and The Sidney Model Works #HWORK-1. The Walthers kit provides the floor and side wings, while the Sidney Model Works kit provides catwalk, one- piece cab, front and nose plows.

The Sidney Model Works kit has several pages of detailed assembly instructions plus drawing for each part in the kit. Also included are about a dozen good clear prototype detail photographs - a genuine treat for the modeller.

The model can be built with the plows and the wings open, or with all plows and wings closed. Having both features on the model is not an option. There are many plastic piston rods and ball and socket joints which allow assembly of the parts, but not free movement.
Closing the assembled parts works - opening them again is messy.It all falls apart. I recommend the wings in closed position so that the model can run on a layout. For a static display, the wings open position makes an attractive sight.

There are two places where the model differs from the prototype. The cab is lower than actual, and the side plows are not correct. Both of these deviations were known to Sidney Model Works. The cab had to be limited in height in order to blend with the upper plow piston arms on the Walthers kit, in order to look right. The side plows on the Walthers kit are engineered to mate with ball and socket fittings cast into the body. To change these would have been a major undertaking.

Not withstanding these two differences, the finished model bears a very credible resemblance to the prototype. The one-piece cab is a treat. Casting quality of the resin parts is good. An added feature is the identification of the Walthers kit parts by number, and the Sidney kit parts with letters. I found this to be big help.

Part of the assembly process requires two piston cylinder halves to be glued together, and a piston shaft to be inserted into the assembled cylinder. I found it important to use glue sparingly for piston chamber assembly. Equally important is the need to sand the piston rods as smooth as silk. If the piston shaft gets stuck to the cylinder interior, it is a big problem. Once I had completed the side plow assembly, I slowly folded the plows into the body, and then glued the balls into the socket.

I achieved good decal appearance by using 7 inch high letters and numbers instead of the prototypical 9 inch type. The weathering was done with coloured chalks. I painted the exact area I wish to weather with dullcoat lacquer using a fine brush. Before the lacquer dries, I scrape the chalk onto the lacquered area. I do not worry about exact application - the chalk only stick where I applied dullcoat. After it dries, I tap off the excess chalk, and overspray what is left with more dullcoat. This overspray tends to subdue the chalk colour. I like the effect.

The prototype is fitted with Barber S-2 70 ton trucks and 33 inch wheels. One can purchase there specific trucks, but in my opinion the price is not worth the effort. I used the inexpensive Athearn trucks. The front truck is completely hidden by the plows, and a moderate weathering job on the rear truck looks just fine.

It takes about 15 hours to complete this model from start to finish, including painting and detailing. The actual assembly is a 5-8 hour job.

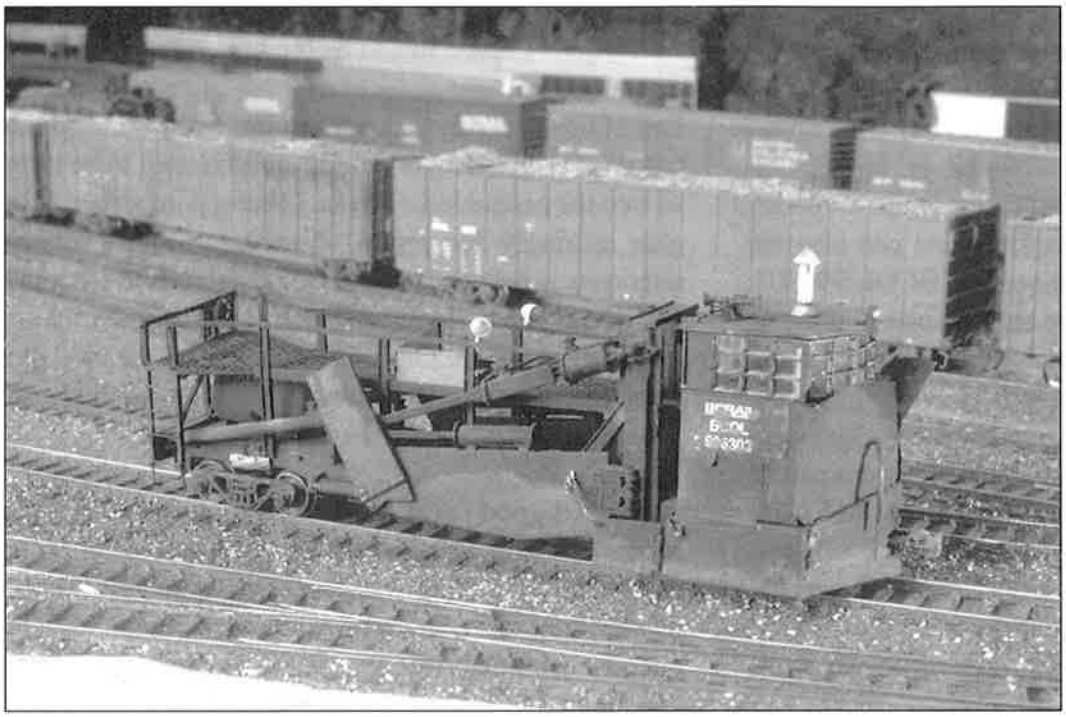
A few final words need to be said about positioning the model in a work train consist. The magnetic Kadee uncoupling pin on the car to which the spreader is coupled will rub against the spreader's nose point and cause

a derailment. The problem cannot be solved by running the spreader backward, because the prototype always ran forward for safety reasons.

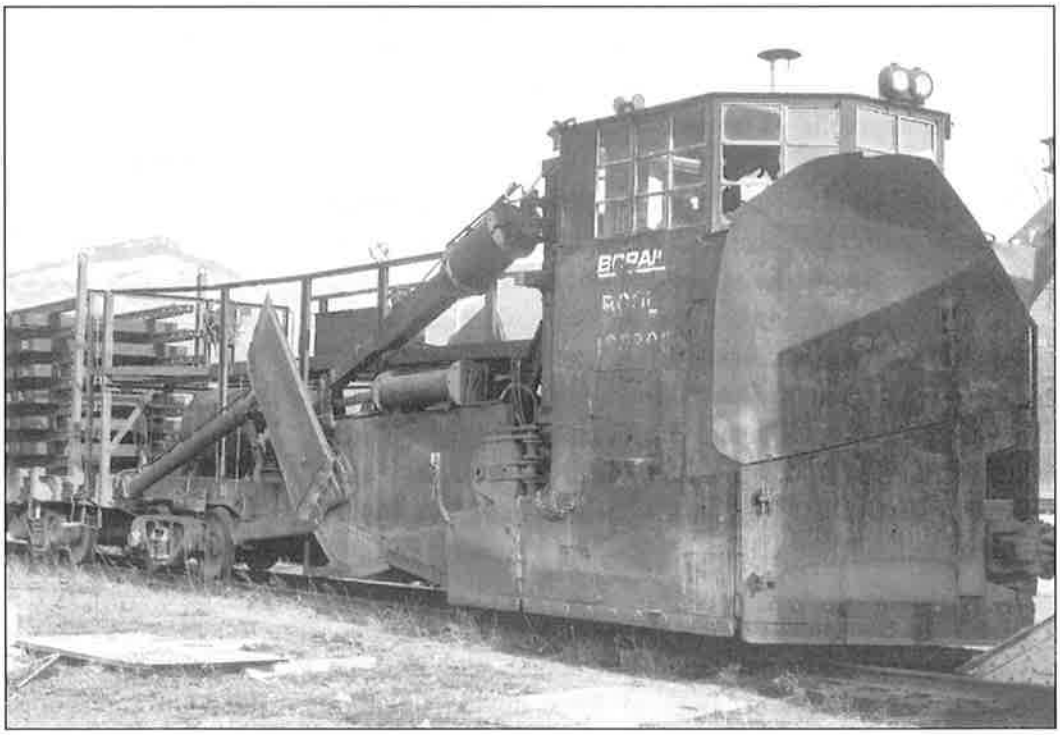
There are two ways to solve the problem. You can use a Kadee long shank coupler on the spreader, or you can cut the pin off the car to which the spreader is coupled. This has the disadvantage of requiring that particular car to always travel with the spreader. I prefer this method.

If you opt to use the cast on coupler box, you will not be able to use the copper centering insert a s well without major surgery to the nose. I just dropped in a #5 coupler and let it flop where it wants to in the horizontal arc.

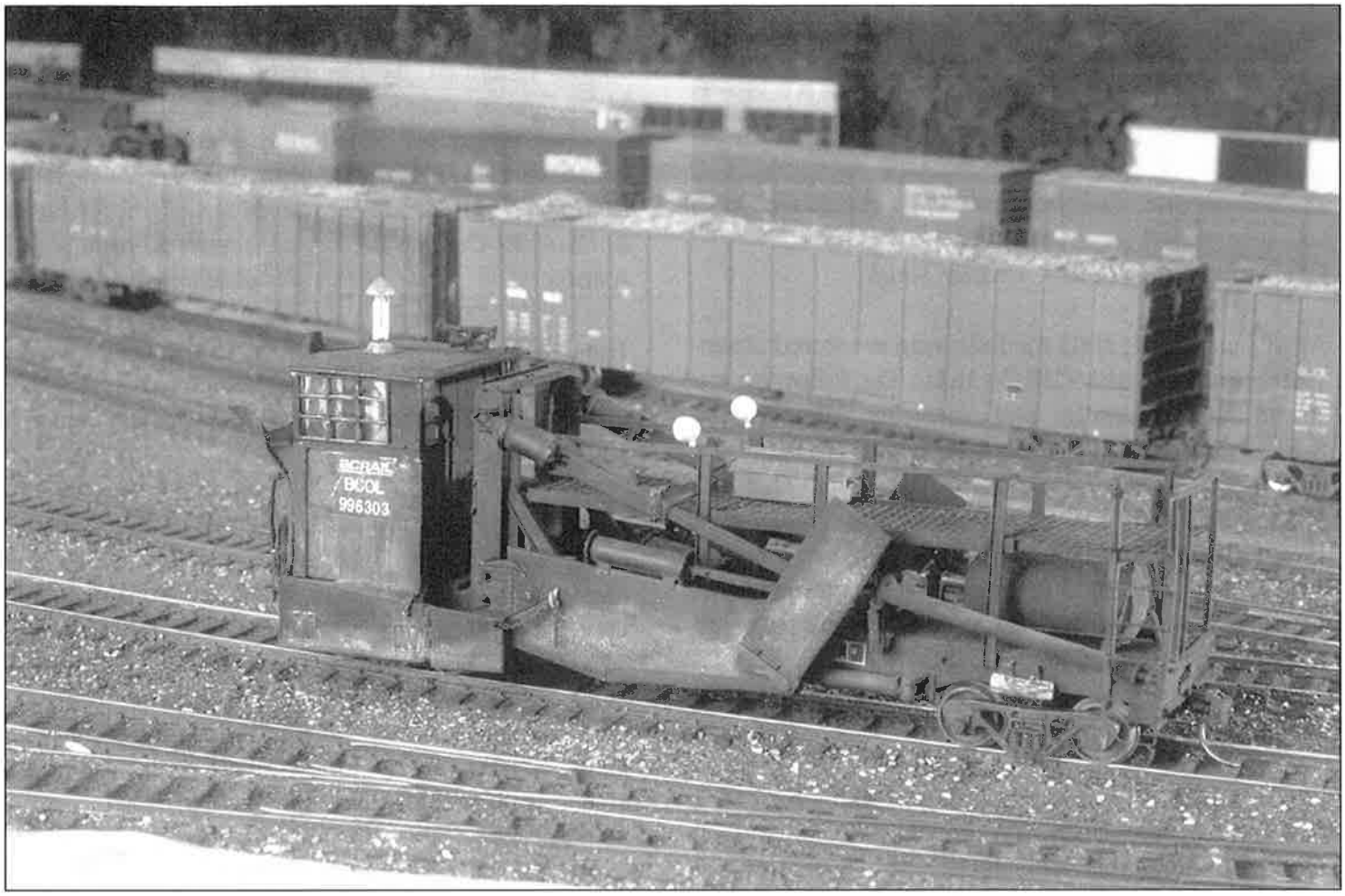
All in all, this kit is a wonderful model of a BC Rail Jordan Spreader, and much cheaper than brass!



BCOL 996303 Jordan Spreader model. Photo by Ron Burnett Collection A. Barber



BCOL 996303 Jordan Spreader at Squamish BC Feb.7, 1997 Photo by Dan Rowsell, Collection A. Barber.



Above:
BCOL 996303 Jordan Spreader
Photo by Ron Burnett
Collection A. Barber

Right:
BCOL 996303 Jordan Spreader
Feb. 7, 1997
Photo By Dan Rowsell
Collection A. Barber

MOTIVE POWER NEWS

By Paul J. Crozier Smith

As of January 31, 2003 the following are stored unserviceable at Squamish C30-7u 3621. The following are stored unserviceable and awaiting disposal at Squamish are M420's 641, 644, 646, 647, SD40-2's 744, 745, 749, 753, 756, 757, 761, B36-7's 3602, 3603, 3610, 7488, 7489 and 7498. Stored unserviceable at Prince George are GF6C's 6001-6007. Then a month later in February, 2003 the following are stored unserviceable and awaiting disposal at Squamish are M420's 641, 644, 646, 647, SD40-2 745, B36-7's 3602, 3603, 3610, 7488, 7489 and 7498. Stored unserviceable at Prince George are GF6C's 6001-6007.

March 5th saw the four remaining M-420's 641, 644, 646 and 647 have been sold to Ontario Southland. It is also rumoured that some dealer, identity unknown at this time, has bought that seven SD40-2's 744, 745, 749, 753, 756, 757, 761 and six B36-7's 3602, 3603, 3610, 7488, 7489 and 7498. As of the end of March, 2003 the following are stored unserviceable at Prince George are GF6C's 6001-6007. Plus at Squamish are the units that are rumoured sold to a dealer.

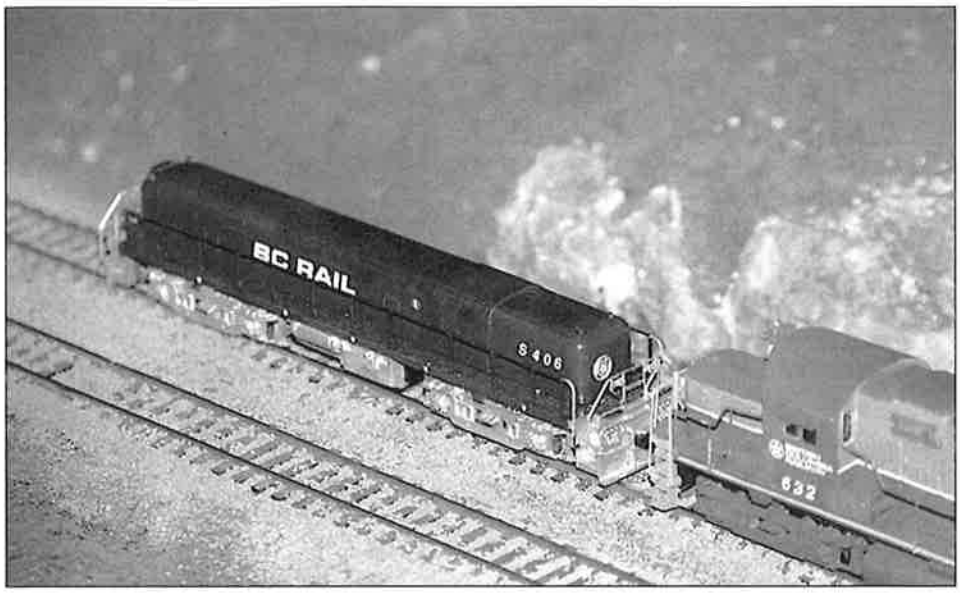
March 28th saw the three ex-BC Rail Budd Cars BC-10, BC-11 and BC-31:2 move on a CN transfer to Port Mann then to Vancouver, BC. A special Amtrak train departed Vancouver on Saturday, March 29th with one locomotive F59PHI 462 and the three Budds now lettered OTTX 10, 11 and 31 moved to Oregon for Lewis & Clark Bi-Centennial service between Portland and Astoria.

The 2-8-0 3716 has been leased to the Kettle Valley Railway and was moved in sections by flatbed trucks to the KV. The ten year lease commences April 1, 2003.

April 16th saw the last M420's left BC Rail to move to their new owner Ontario Southland. It is still rumoured that some dealer, identity unknown at this time, has bought that seven SD40-2's 744, 745, 749, 753, 756, 757, 761 and six B36-7's 3602, 3603, 3610, 7488, 7489 and 7498, and still remain stored at Squamish. As of the end of April, 2003 besides the above waiting sale the following are stored unserviceable at Prince George are GF6C's 6001-6007.

The CN Scale test cars CN 52108 and CN 52280 once again are rolling on BC Rail. The scale test equipment tested north of Prince George from April 21st to 23rd.

BC Rail sold four of its SD40-2's to GECX. The units sold were 749, 753, 756 and 757, and are going apparently to MPI in Texas for repairs before entering service.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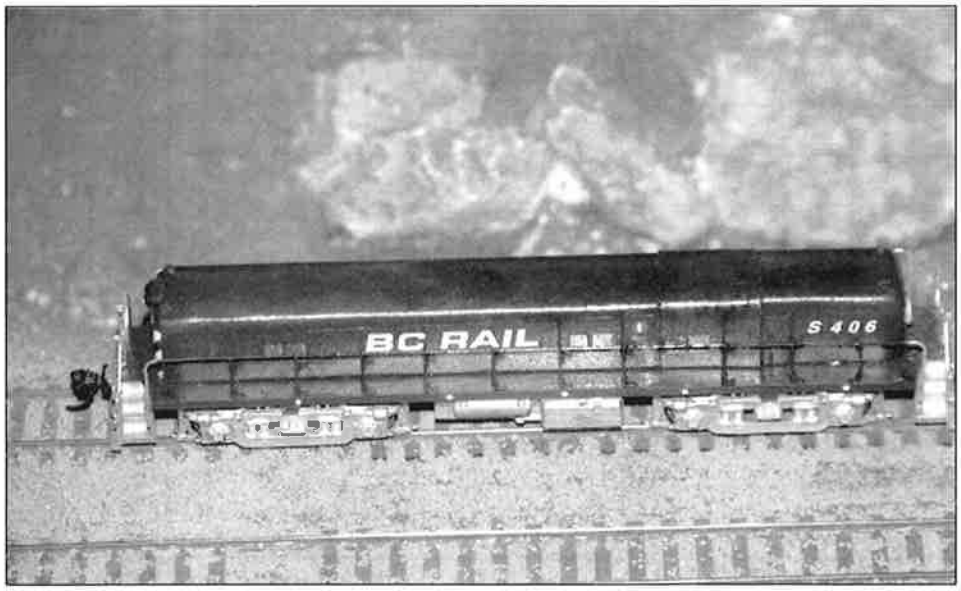
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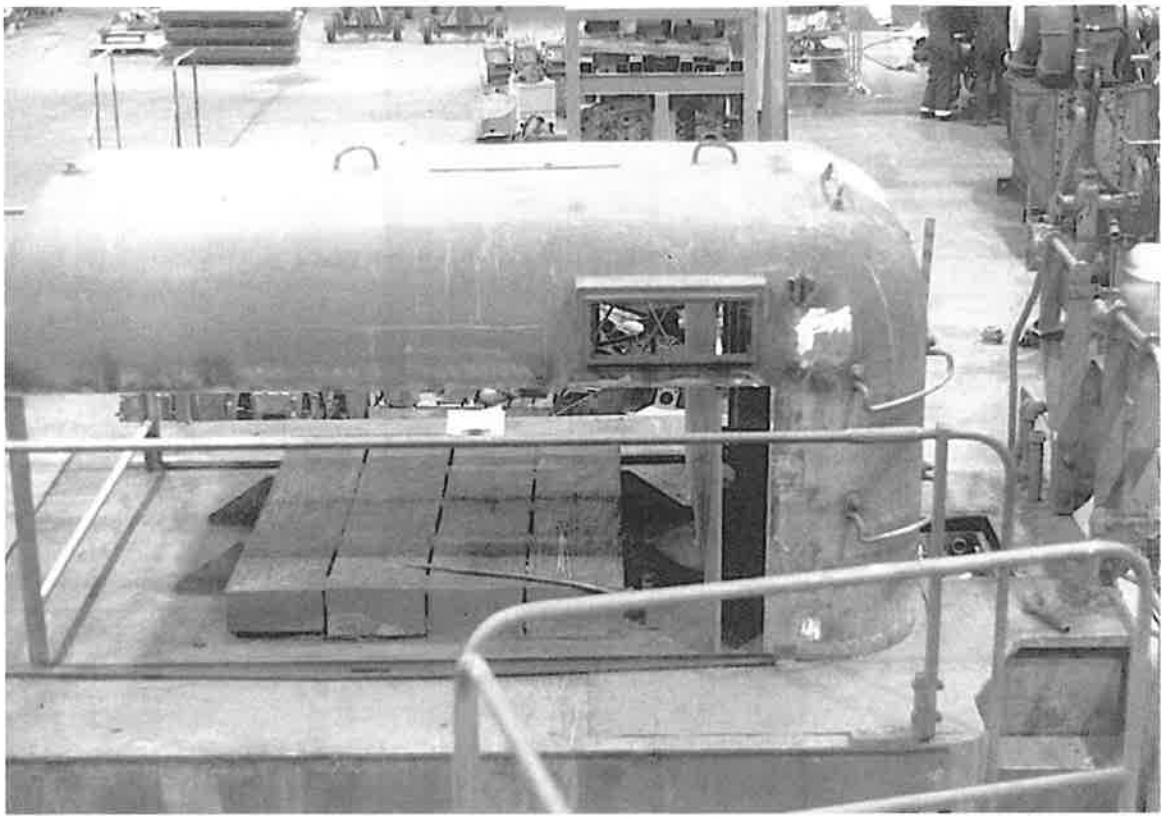

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The first slug to be converted by the British Columbia Railway was S-401 which is pictured during trials in the North Vancouver yard in March 1981. The master locomotive for the trials was Alco C-420 No. 632, and initially the slug was operated on the rear end of the locomotive as pictured here. Note that the white nose stripes on the slug have yet to be applied.

Photographs by Gary Oliver