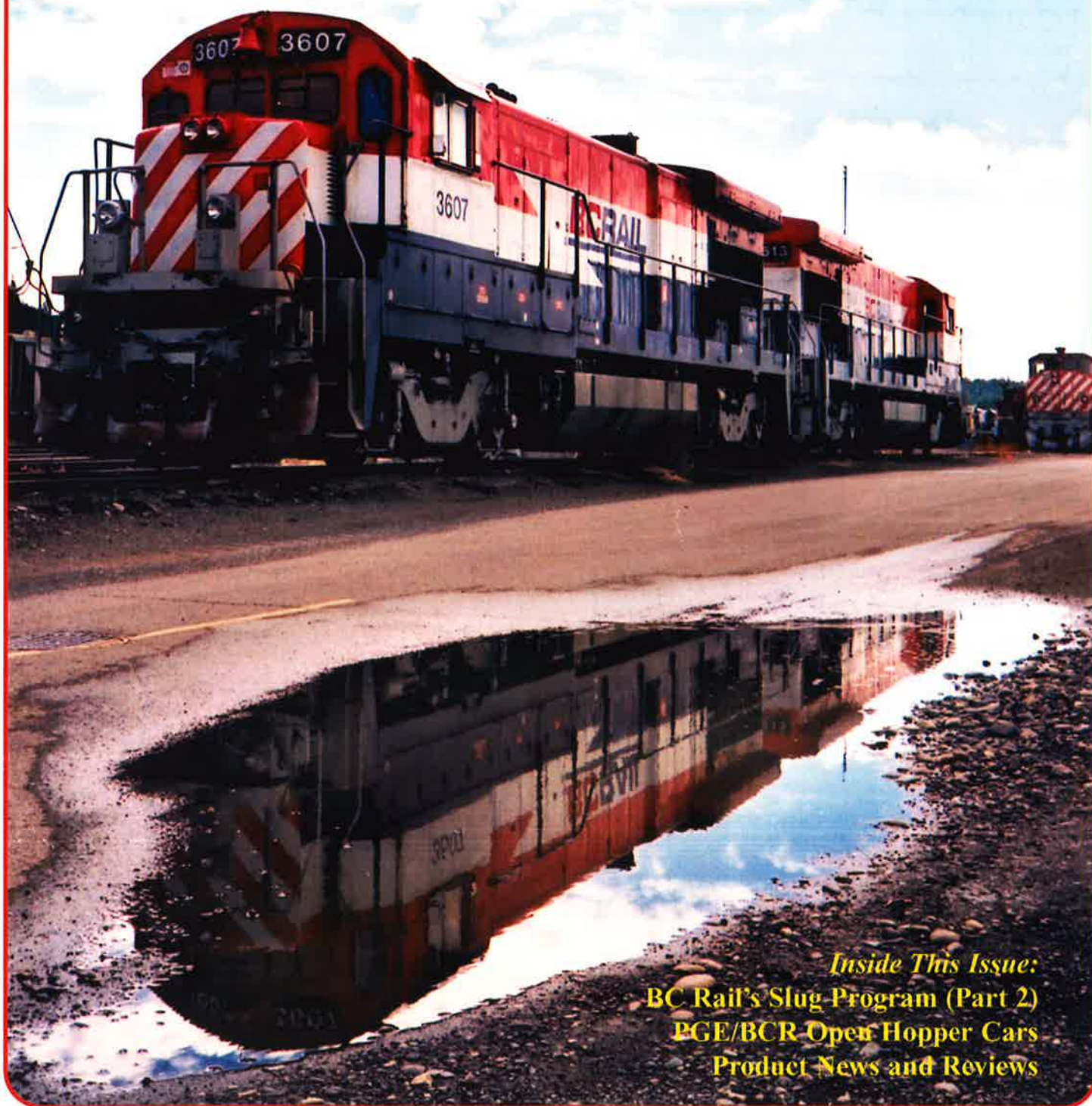


# The CARIBOO

A PUBLICATION OF THE PGE/BCR SPECIAL INTEREST GROUP SOCIETY

Issue 44

Fall 2004



*Inside This Issue:*  
BC Rail's Slug Program (Part 2)  
PGE/BCR Open Hopper Cars  
Product News and Reviews

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### Cover Photo

B36-7 Nos. 3607 and 3613 are seen at the Prince George diesel shop in August 2000. These locomotives were the only two to receive this paint scheme, which was proposed to the railway by modeller Jeff Briggs.

*Photograph by Timothy J. Horton*

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## President's Message

With this issue I am glad to say that we have met our commitment to produce three issues this year. A number of people have made this possible, in particular Dave Barone, Tim Horton and Trevor Mills. Thank you for your efforts!

We still need material to be able to continue this schedule in the future, for without your articles, the magazine will die. So put pen to paper and produce an article for the *Cariboo*. Especially now that BC Rail has effectively passed from an active railway to a fallen flag - there is plenty of historical material out there that can be used as a basis for an article.

The annual general meeting will be held at the November Trains 2004 convention at the Cameron Recreation Centre in Burnaby. I hope to see as many of you as possible there.

Paul J. Crozier Smith

## 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. 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](mailto:editor@pge-bcr-sig.bc.ca).

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## IN THE NEWS

By Paul J. Crozier Smith

A Royal Canadian Mounted Police investigation has forced the BC provincial government to terminate a privatization plan involving the BC Rail Port Subdivision. The police have informed the province that confidential information may have been leaked to at least one of the proponents. The request for proposals for the section of BC Rail line to the Roberts Bank coal terminal went out last November. But the RCMP has determined that one or more of the three proponents bidding on the Port Subdivision may have come into possession of confidential material. Transportation Minister Kevin Falcon said terminating this process does not affect the privatization of the main part BC Rail. At least two of the companies bidding on the now-cancelled Port Subdivision also bid on the larger B.C. Rail deal.

May 2nd saw BC Rail behind picket lines, the latest victim of union unrest as the trade union movement escalated job action to protest provincial government action. Seven unions at BC Rail were off the job in support of health care workers which the provincial government had forced back to work and imposed a contract on them. The Council of Trade Unions at BC Rail said its members would be off the job until midnight, although there was no promise they will be back to work on the following Monday. Council Chair Bob Sharp said the BC Rail workers know what it is like to be lied to by the provincial government. Sharp said it was tough keeping his members at work. The job action lasted for just a day until an agreement was reached between the Hospital Employees Union and the BC Government.

On Wednesday, June 16 at 0700 the following test train for passenger service left North Vancouver for Whistler: BCR Dash 8-40CMu 4620, VIA F40PH-2 6440, coach Rocky Mountain Railtours 3030 (one of the bidders), VIA skyline dome 8515 (with a temporary decal for Whistler Railtours) and business car CN 100 *Pacific Spirit*.

The train took a number of dignitaries and the principals of the bidders to Whistler and returning later in the day. This was a conventional train but the talk was of using DMUs for the proposed service.

Pine Valley Mining, the company that will operate the Willow Creek mine near Chetwynd, announced on June 11 it has signed contracts with BC Rail and Neptune Bulk Terminals in North Vancouver for shipping the coal. Pine Valley expects to produce about 800,000 tonnes of coal from the start of commercial production in early July through March 31, 2005. That works out to two trains every week, assuming trains of 100 cars. Pine Valley expects this to increase eventually to about two million tonnes annually. There are also other coal mines being developed that should open. Later this year, Western Canadian Coal Corporation, the Company currently has more than 250 million tonnes of coal under exploration and development planning in northeast British Columbia. Initial coal production is forecast for the fourth quarter 2004 leading to production of 2.5 million tonnes annually in 2006 from the Burnt River and Wolverine Mines. The first of the Wolverine Mines referred to above is the Perry Creek mine. Construction will start this fall. It will start producing in late 2005 or early 2006, and will ship via the Tumbler Subdivision.

On July 2nd CN announced that it had received approval from Canada Competition Bureau for the takeover of BC Rail freight operations. CN said it had negotiated agreements with three connecting railroads at Vancouver (CPR, BNSF, and UP) to ensure routing options for shippers. The Province and CN then agreed to close the transaction on July 14, 2004. Therefore, BC Rail employees and equipment became part of CN effective 0001 hours on July 15, 2004. The last BC Rail OCS clearance was issued at 2355 to Work Extra 763, the JOSQ15 at Fort St John. The first OCS clearance issued under CN ownership was to Work Extra 624, the 0001 Williams Lake yard. The Union of BC Indian Chiefs membership offered their unanimous support to the Stl'atl'imx communities along the B.C. Rail corridor who have vowed to continue to oppose the BC Rail/CN deal, with shutting down the rail line, if necessary.



Chief Stewart Phillip, President of the Union of B.C. Indian Chiefs stated that the province has acted with a callous disregard for Aboriginal Title and Rights, and their legal obligations to Aboriginal Peoples in pushing through this deal.

On July 29th representatives of CN Rail and the Council of Trade Unions were preparing to meet during the following week to discuss job reductions on BC Rail. There is some discrepancy as to how many jobs will actually be lost. CN says they will reduce the BC Rail workforce by 430 jobs, but the BC Federation of Labour says it has obtained new information which shows that the number is closer to 900 jobs that will be eliminated. CN is standing by its estimation, adding that about 250 former BC Rail employees will be eligible for early retirement benefits. CN will sit down with the Council of Trade unions for three days of meetings.

A CN order taking effect on August 9th saw the re-direction of all southbound traffic originating from Quesnel and points north to Prince George and then south. All traffic from Quesnel south and traffic bound for North Vancouver will go south. Southbound freights now operate with two units only, pick up a third unit at Lillooet and set it out at Mons, and have a maximum tonnage of 6000-6500 tons ex Lillooet. This abolishes the Pemberton based pushers.

As of August 23th all remaining BC Rail employees had to be CROR compliant. Also BC Rail locomotives are to be designated "CNBC", example Work Extra CNBC 4601.

On Sunday August 29th CN ran its business train from North Vancouver to Quesnel where it was berthed overnight.

On Monday it ran from Quesnel to Prince George, and returned to North Vancouver on Tuesday. The consist was E9A CN 102 and CN 103 with cars *Coureur des Bois*, *Pacific Spirit*, *Tawaw* and *Sandford Fleming*.

There is a new coal train that runs from Mile 628 to North Vancouver. With the 6000 ton restriction on trains running south of Lillooet this would likely mean trains of 20 cars.

CN announced on September 3rd their selection of Great Canadian Railtour Company (GCRC) as the operator of new tourist trains in British Columbia and Alberta. GCRC will introduce the *Whistler Mountaineer* between North Vancouver and Whistler, BC. GCRC will also expand its Rocky Mountaineer tourist train service by operating a new route linking Whistler and Jasper, Alberta, via Prince George, BC.

The newest changes for BC Rail now that CN owns the line are as follows: the running trades south of Prince George are to be reduced from 101 conductors to 37 and 65 engineman to 16. Crews will be called to meet and exchange with opposing trains returning to their home terminal. North Vancouver assignments will originate in Squamish. Through freights will be replaced with switcher assignments, thus eliminating bunk houses, motels, crew layover away from home and taxi bills. What this means to the railfan is if you have not got your numerous photos by now and do not want to wait all day or night to see a train, time is running out. This plan is to be implemented as early as November 1st. Meanwhile, with the new operating plan ie: no pushers, and 6000 ton southbound trains on the Squamish Subdivision, there is now 27,000 tons backed up in Prince George waiting to go via the CN main track on the new scheduled train 353.

# BCR SLUG PROJECT: PART II

by  
Dan Rowsell

*(Note: Part I of this article outlines the history of the British Columbia Railway's slug project, and the conversion of the first slug unit S-401. It appears on pages 4-9 of Issue 43.)*

## Slugs S-402 to S-410

Following the successful completion and trials of S-401, nine additional slugs were built between December 1983 and May 1987. Additional slug conversions may have been contemplated, as RS-3 hulks #569, 570, 576 and 578 remained in the deadline at Squamish into the mid 1990's.

The first four of this series (S-402 to S-405) were painted in the BCR Dark Green scheme with reflective yellow striping along the side sills, and the British Columbia Railway logogram was applied. S-406 was the first slug to be painted in the BC Rail blue scheme with silver underbody and pilots, and was the only unit to receive the original BC Rail logo without the underline of the name (see photograph on page 25 of Issue 43). It is a little known but interesting fact that S-406 received a short-lived red dogwood logo for a few days, but it was quickly removed. The remaining slugs were painted blue and silver like S-406, but with the final version of the BC Rail logogram with the underlined logo. All slugs now sport the Blue and silver paint scheme.

## Master Locomotives

The two ex-Lehigh & Hudson River Alco C-420s Nos. 631 and 632 along with RS-18s Nos. 601, 603 and 605 to 612 were fitted out as slug master units to operate with the slug units.

## AC Conversion

The RS-18 locomotives were re-engined with Caterpillar engines and the associated electrical systems in the early 1990's. The original DC blower motors on the slugs were prone to high failure rate, but with the AC auxiliary generator incorporated in the Cat package, a standard AC induction motor could be used.

A number of chronic problems with the slugs were resolved once the master locomotives were modified, and there have been no failures since. The traction motors on the slugs were rewired in parallel with the master locomotive.

The original slugs were linked to the crude GE ALDAC wheel slip system that was not responsive for the higher tractive effort, resulting in frequent uncontrolled synchronous wheel spins. With the microprocessor wheel slip system on the Cat Programmable Electronic Engine Control (PEEC) system, precise control of wheel slip was possible.

## Roster

S-401                      ex MLW RS-3 #564  
outshopped at Squamish 14 April 1981

S-402                      ex MLW RS-3 #571  
outshopped at Squamish 12 December 1983

S-403                      ex MLW RS-3 #577  
outshopped at Squamish 11 January 1984

S-404                      ex Alco RS-3 #560  
outshopped at Squamish 02 June 1984

S-405                      ex Alco RS-3 #559  
outshopped at Squamish 08 August 1984

S-406                      ex MLW RS-3 #567  
outshopped at Squamish 02 March 1985

S-407                      ex MLW RS-3 #566  
outshopped at Squamish 13 May 1986

S-408                      ex MLW RS-3 #573  
outshopped at Squamish 23 June 1986

S-409                      ex MLW RS-3 #565  
outshopped at Squamish 18 March 1987

S-410                      ex MLW RS-3 # 562  
outshopped at Squamish 09 May 1987

## All Slugs Are Not Identical

When modeling a slug, you should reference photographs of the slug you would like to model, as there are differences between the units. The drawings appearing in this article show only the left side of the slugs. The right side has only one door towards the rear of the car body (opposite the rear left side door), but the louvres are in the same place on the car body as the left side. S-401 is unique among the slug units as its car body access doors and car body louvres are different. It has Alco type louvres and the others have the EMD style. Most slugs retained the RS-3 fuel tank during the conversion, except for S-404 and S-405 which have no fuel tank.

There is also variation in the style of the front-end handrail stanchions.

### Acknowledgements

Once again, thanks to Mr. J.S. (Singh) Biln for his help in researching this article, and to Mr. Patrick Lawson for permission to include his scale drawings of S-401 and S-410.

Dan Rowsell  
Victoria, B.C.



**S 404** paired with **RS-18 No. 603** at Quesnel on August 3, 1986. This photograph illustrates the dark green paint scheme applied to the first five units. Note the absence of a fuel tank on this unit. *Photograph by Claude Prutton*



S 406 pictured in the shops at Squamish upon completion on February 7, 1985. This was the first unit to be finished in the blue and silver paint scheme. Note the red and white dogwood accompanying the interim BC Rail logogram. The dogwood lasted only a few days. *Photo courtesy of BC Rail*



S 406 is seen several years later paired with CRS-20 No. 620. Note the interim BC Rail logogram, and the yellow pilot which has been transferred from another unit. During the 1990s the slug units were modified to work with the CRS-20s. *Photo by Dan Rowsell*





409 is seen during yard duty at North Vancouver. This side view illustrates the louvre arrangement, the fuel tank, and the final BC Rail logogram. *Photo by Dan Rowsell*



S 403 viewed from above in July 1994, illustrating the top of the carbody with six centre lift rings. Note the details at the rear end including sand hatches, handrail and grab irons, and brake wheel. Also note the electrified territory decal and the end number. *Photo by Dan Rowsell*

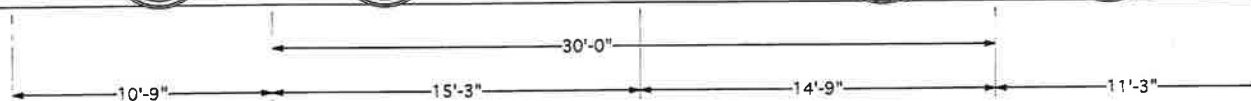
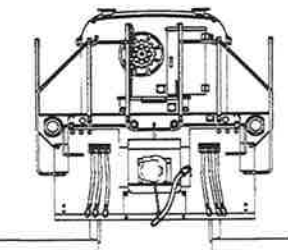
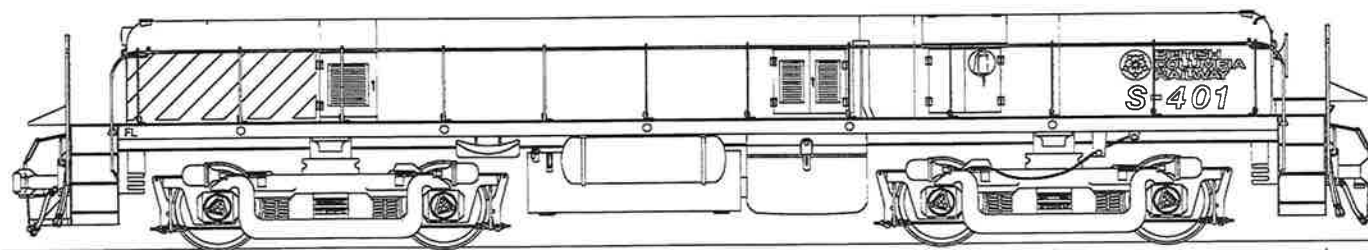
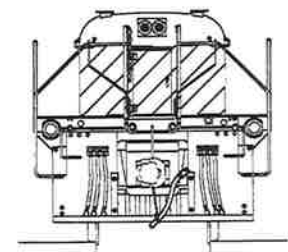
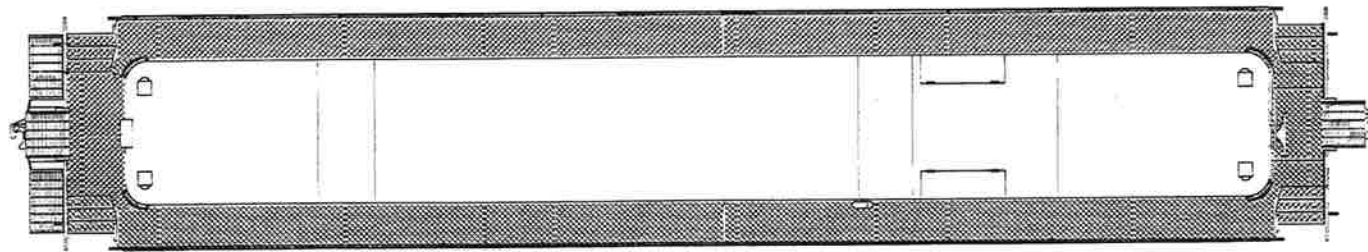
# BRITISH COLUMBIA RAILWAY S-401 SLUG



**BRITISH  
COLUMBIA  
RAILWAY**

DRAWN BY: PATRICK LAWSON  
MAY 2001

DRAWN BY: PATRICK LAWSON  
MAY 2001

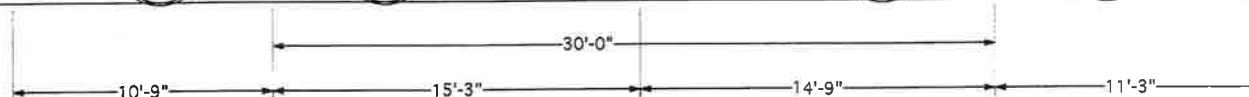
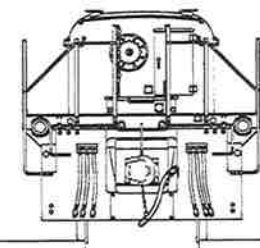
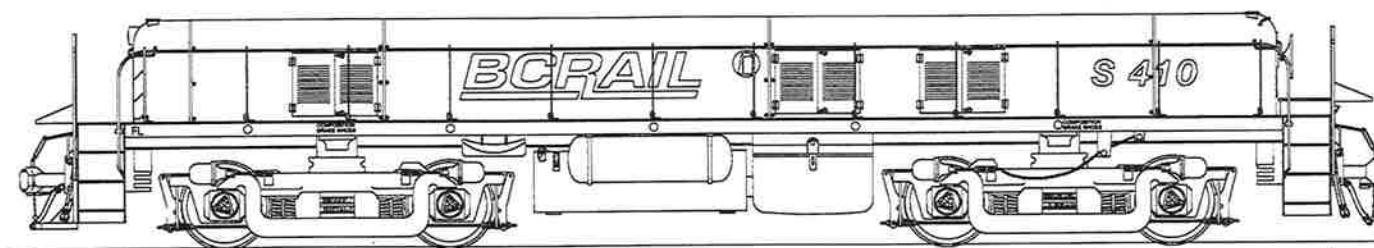
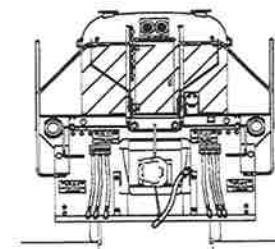
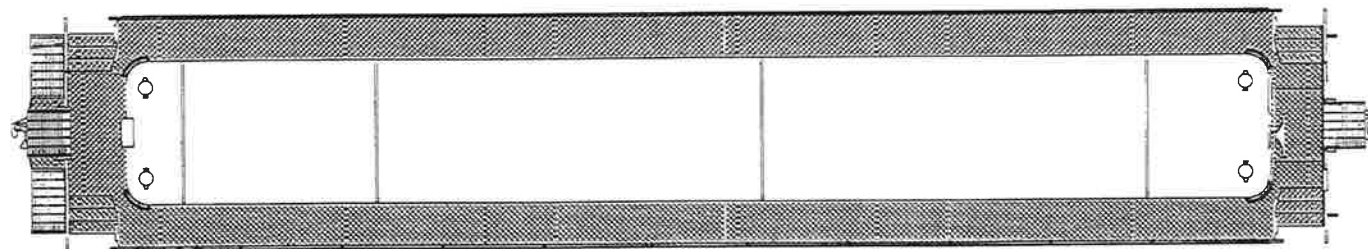


# BRITISH COLUMBIA RAILWAY S-402-410 SLUG



BRITISH  
COLUMBIA  
RAILWAY

DRAWN BY: PATRICK LAWSON  
MAY 2001



## **FREIGHT CARS IN FOCUS: PGE/BCR OPEN HOPPERS**

by  
Timothy J. Horton

Since 1949 the Pacific Great Eastern Railway has operated a fleet of open hopper cars. It is likely that these cars were purchased for ballast service as the railway endeavoured to complete its extensions north from Quesnel to Prince George, and south from Squamish to North Vancouver. The open hoppers were also used in sulphur service, handling loads from several online sulphur plants.

The first series of cars to be purchased were acquired in 1949. PGE 251-258 were built originally in 1914, and served the railway until 1967. Capacity was 1825 cubic feet. Some rode on 40-ton trucks while others had 50-ton trucks. Designated as AAR classification HK by the PGE, the cars were stencilled as class GRA-50-4 (hopper bottom gondolas) by their previous owner.

In October 1950 an order for twenty steel hopper cars was received from National Steel Car. PGE 261-280 were of riveted construction with offset sides and were equipped with two pairs of longitudinal hopper doors for ballast service. These were self-clearing cars with the ability to discharge their load outside the rails and/or between the rails. Capacity was listed as 155,000 lbs. or 2775 cubic feet. They were painted Freight Car Red and received the railway's name along the car sides (see Fig. 1). The surviving cars were acquired by CN Rail in July 2004.

By 1956 the railway was expanding into the Peace River Country, with extensions to Chetwynd, Fort St. John and Dawson Creek. The next order for thirty cars was placed with the Eastern Car Company. Built in November 1956, PGE 200-229 were of similar construction to the previous series and were also equipped with longitudinal hopper doors. Their capacity was identical at 155,000 lbs. or 2775 cubic feet. They were painted and stencilled in the same scheme as the previous cars. Some of these cars also lasted until the CN Rail takeover in July 2004.

A number of second hand open hopper cars were also acquired in 1956.

These were PGE 230-244, which were built in 1925. They were considerably shorter than the cars built for the railway in 1950 and 1956 with a revised interior length of 22'-4". These were actually 29' hoppers which were fitted with auxiliary slope sheets in an apparent attempt to reduce their cubic capacity. As received by the PGE, their capacity was 140000 pounds or 1240 cubic feet. These cars rode on 70-ton Andrews trucks and were withdrawn from service in 1965.

The next series of open hoppers to be acquired new was the PGE 2501-2525 series. Built by the Hawker Siddeley Corporation in June 1964, they were very similar to the earlier PGE 200-229 series with a capacity of 170,000 lbs. or 2775 cubic feet. These cars received the block PGE letters on the right hand side of the car. They lasted until the CN takeover in July 2004.

During the 1970s the British Columbia Railway was engaged in building its Dease Lake extension north of Fort St. James. To facilitate the extra construction work, another series of second hand hopper cars was purchased in 1974. BCOL 2601-2660 were ex-Union Pacific cars of riveted construction with flat sides and bottom hopper doors. They received new BCOL reporting marks, but were otherwise not repainted. A single car of unknown origin, BCOL 281, was also acquired. These cars were withdrawn from service by 1983.

In 1977 the British Columbia Railway received an order for one hundred open hoppers of modern design. They were of welded construction with exterior posts, and were fully equipped for ballast service with self-clearing bottom hopper doors. BCOL 2800-2899 were built by the Railwest Manufacturing Corporation at their plant in Squamish during 1977, and were finished in BCR Dark Green with white stencilling. No logogram was applied. These cars were used extensively in ballast service, and had a capacity of 203,000 lbs. or 2135 cubic feet.

They were also used for sulphur service, and some cars received a stencil denoting allocation as such.

Over the years some of the older open hopper cars were repainted and re-lettered with the PGE map herald. After 1972, some were repainted in BCR Dark Green, and a few received the British Columbia Railway dogwood logogram. A few of the 2800 series cars received a small BC RAIL logogram between the exterior posts. With the CN takeover in July 2004, it is expected that many of the older hopper cars will be withdrawn from service and scrapped.

It seems that these cars do not appear in many photographs, and to assist the modeller a table of dimensions follows, together with some useful reference photographs. A fair amount of conversion work will be required to come up with an accurate model of the NSC/ECC/HSC cars in either HO or N scale, possibly starting with the Walthers ballast hoppers. With their welded construction, the 2800 series cars are a potential subject for scratchbuilding.

A string of these cars would provide operational interest on a layout in the form of a work train. When in ballast service, they would be teamed up with one of the railway's Jordan spreaders, or a flatcar with front end loader and portable ramps.

### PGE/BCR OPEN HOPPER CARS HISTORICAL ROSTER

Road Name	Series Numbers	Name of Builder	Service Dates	Interior Length	Interior Height	Cap. Cu. Ft.
PGE	251-258	unknown	1949-1967	39' 8"	4' 4"	unknown
PGE	261-280	NSC	1950-2004 *	40' 8"	7' 5"	2775
PGE	200-229	ECC	1956-2004 *	40' 8"	7' 5"	2775
PGE	230-244	unknown	1956-1965	22' 4"	6' 10"	unknown
PGE	2501-2525	HSC	1964-2004 *	40' 8"	unknown	2775
BCOL	281	unknown	1974-1975	33' 4"	unknown	unknown
BCOL	2601-2660	unknown	1974-1983	33' 4"	unknown	1840
BCOL	2800-2899	RMC	1977-2004 *	39' 0"	unknown	2135

\* Surviving cars from these series were acquired by CN Rail with purchase of the railway in July 2004.





**Fig. 1** Builder's photo of **PGE 271** (261-280 series) upon completion at National Steel Car in Hamilton, Ontario during October 1950. *Photograph from the Collection of BC Rail*



**Fig. 2** Builder's photo of **PGE 229** (200-229 series) upon completion at Eastern Car Company in Trenton, Nova Scotia during November 1956. *Photograph from the Collection of BC Rail*



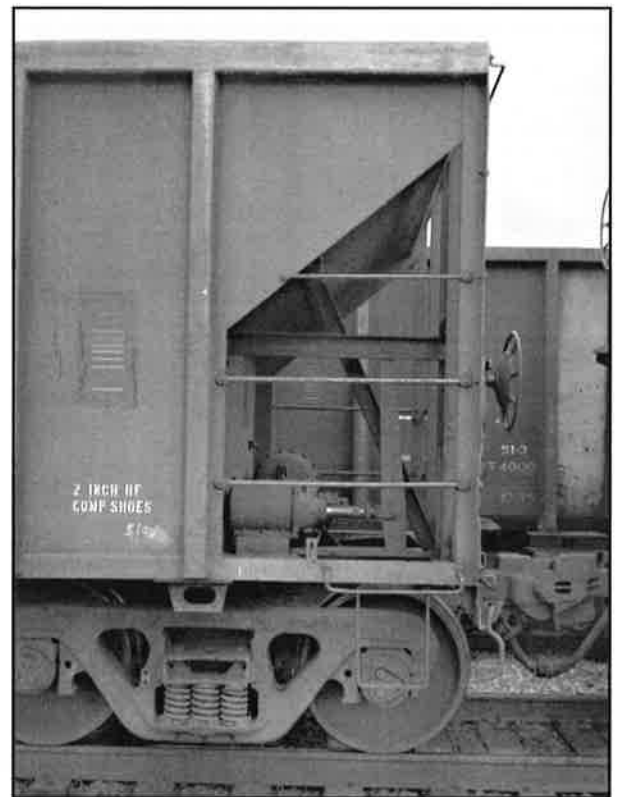
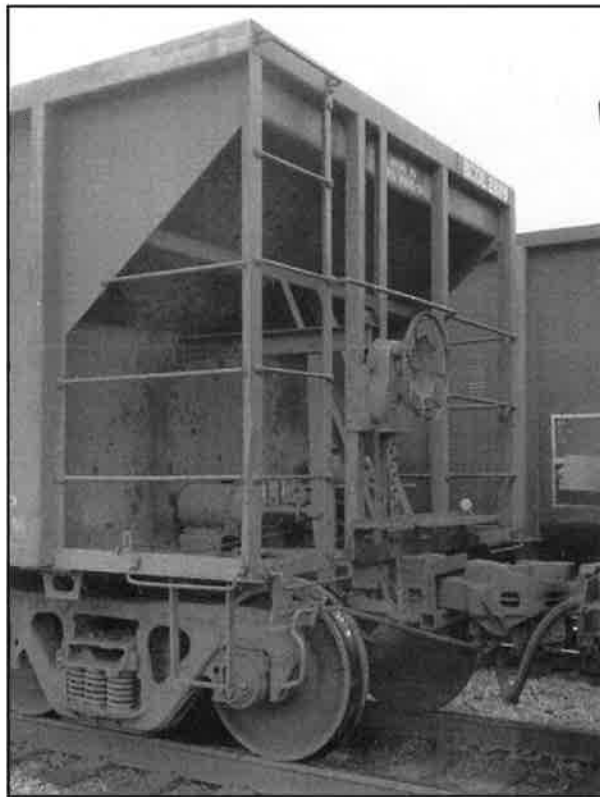
**Fig. 3** Builder's photo of **PGE 2522** (2501-2525 series) upon completion at Hawker Siddeley Corporation (ex-Eastern Car Company) in Trenton, Nova Scotia during June 1964. *Photograph from the Collection of BC Rail*



**Fig. 4** Photograph of **BCOL 2601** (2601-2660 series). Date and location are unknown. Note the BCOL reporting marks – all other lettering is ex-Union Pacific stencilling. This car was last weighed at Cheyenne, Wyoming in March 1966. *Photograph from the Collection of BC Rail*



**Fig. 5** Oblique view of **BCOL 2889** (2800-2899 series) at North Vancouver on September 1, 1997. Note the stencils “Sulphur Service Only”, and the white rectangular Railwest builder’s logo on the car side. *Photograph by Timothy J. Horton*



**Fig. 6** End views of **BCOL 2889** (2800-2899 series) at North Vancouver on September 1, 1997 showing the arrangement of the end bracing, handholds, ladders, end platforms and brake equipment. *Photographs by Timothy J. Horton*

## PRODUCTS OF INTEREST

By Timothy J. Horton

In July, your columnist together with fellow member Mike Mohr motored down to Seattle for the NMRA's 2004 National Train Show. Many of the model railway industry's manufacturers were there in person to discuss their products and receive suggestions.

Of the many items on display, those of interest to PGE/BCR modellers included the Atlas O Scale B40-8 #3902, numerous HO BC Rail diesels from Overland Models, a new HO BCR caboose kit from Sylvan Scale Models, and a forthcoming PGE/BCR trailer kit from Athabasca Models.

Atlas will re-release their popular 53' Evans double door boxcar with two new British Columbia Railway road numbers in HO and N Scales during January 2005. According to the folks at Atlas, this car keeps selling out so they keep re-issuing it!

As always, I encourage you to contact me at [thorton@telus.net](mailto: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](http://www.atlasrr.com) will re-release their popular 53' Evans double plug door decorated for the British Columbia Railway in January 2005. The new road numbers are BCIT 800408 (#31203) and BCIT 800480 (#3104). These are the fifth and sixth road numbers issued for this model. MSRP is \$10.95 USD.

Atlas is also re-issuing their BC Rail 50 foot piggyback flatcar with 40 foot trailer. The new road number will be BCOL 7044 (#37803). MSRP is \$10.95 USD. Also available is a BCR trailer twin pack (#2958) for \$10.95 USD.

Also of interest is a re-release of their beer can tank car lettered for Canadian General Transportation (CGTX).

The new road number is CGTX 22020. The MSRP for item #32483 is \$7.95 USD and release is scheduled for February 2005.

**Kaslo Shops Distributing** - 2516 Quartz Place, Coquitlam, B.C. V3E 3K9

Website: [www.vvv.com/~jwhitmore/](http://www.vvv.com/~jwhitmore/) has posted an update regarding the M-420 project on their website. The BCR M-420 and M-420B locomotive kits are still under development at this stage. These kits will include a one piece cast resin body shell, fuel tank, MLW ZWT truck side-frames, 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](http://www.micro-trains.com) has released a car of potential interest to PGE/BCR modellers. Item #54140 is a 61'-8" bulkhead flatcar lettered as CN 622278. The car includes a new lumber load. MSRP is \$24.95 USD.

**Red Caboose** - P.O. Box 250, Mead, Colorado, U.S.A. 80542 Website: [www.red-caboose.com](http://www.red-caboose.com) has released their Thrall all-door boxcar in the red Triangle Pacific scheme and the diagonal red and yellow Canfor scheme. More road numbers for the British Columbia Railway all-door boxcar are also on the way.

### HO Scale

**Athabasca Scale Models Ltd.** - 200, 1316-9<sup>th</sup> Avenue S.E., Calgary, Alberta T2G 0T3

Website: [www.athabascashops.com](http://www.athabascashops.com) is preparing to release an HO scale kit of a late 1960's vintage PGE trailer. The kit (item #4217) will comprise etched sides designed to fit onto the A-Line trailer body.

**Atlas Model Railroad Co.** - 603 Florence Avenue, Hillside, New Jersey, U.S.A. 07205

Website: [www.atlasrr.com](http://www.atlasrr.com) will release their ACF 33,000 gallon tank car lettered for ACFX in November 2004. The new road numbers will be ACFX 17435 (#1721-5) and ACFX 17440 (#1721-6). MSRP is \$22.95 USD.

Atlas will also re-release their popular 53' Evans double plug door decorated for the British Columbia Railway in January 2005. The new road numbers are BCIT 800408 (#1756-8) and BCIT 800480 (#1756-9). These are the eighth and ninth road numbers issued for this model. MSRP is \$17.95 USD.

**Canadian Hobbycraft** - 140 Applewood Crescent, Concord, Ontario, Canada, L4K 4E2

Website: [www.hobbycraft.com/lifelike.html](http://www.hobbycraft.com/lifelike.html)

has released their newsprint car decorated for BC Rail. The cars are painted BCR Dark Green with the italic *BC RAIL* logogram and are numbered in the 4600 series. Six road numbers are available. MSRP is \$29.95 CAD.

**Kaslo Shops Distributing** - 2516 Quartz Place, Coquitlam, B.C. V3E 3K9

Website: [vvy.com/~jwhitmore/](http://vvy.com/~jwhitmore/) has posted an update regarding the M-420 project on their website. The BCR M-420 and M-420B locomotive kits are still under development at this stage. 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 U23B chassis.

For those who desire a more accurate fuel tank, Kaslo will also offer a separate chassis and fuel tank kit incorporating Athearn drive components.

**Sylvan Scale Models** - 32229 Sylvan Road, R.R. #2, Parkhill, Ontario N0M 2K0

Website: [www.isp.on.ca/sylvan/](http://www.isp.on.ca/sylvan/) has announced the release of two additional HO scale resin kits which will of interest to BCR modellers. HO-1113 is a PGE/BCR wide vision caboose with square end windows, and HO-1114 is a PGE/BCR wide vision caboose with round end windows. These kits include a one piece body, one piece cupola, one piece underframe, and a BCR dogwood decal set, providing HO scale modellers with a less expensive option than brass for obtaining the right cabooses.

### Other Products

**Hundman Publishing, Inc.** - 13110 Beverly Park Road, Mukilteo, Washington, U.S.A. 98275

Website: [www.hundman.com](http://www.hundman.com) will release a hardcover book by Dale Sanders titled *Northern Light: A Pictorial of BC Rail* in December 2004. MSRP for the all-colour book is likely to be approximately \$75.00 USD.

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## PRODUCT REVIEW: POINT 1 MODELS S-13

by Paul Crozier-Smith

When Point 1 Models announced that they were coming out with a BC Rail/CN S-13, I immediately put in my order. I had always loved seeing the PGE/BCR MLW S-13s Nos. 1001 to 1003 (later renumbered BC Rail Nos. 501 to 503) perform in the North Vancouver yard.

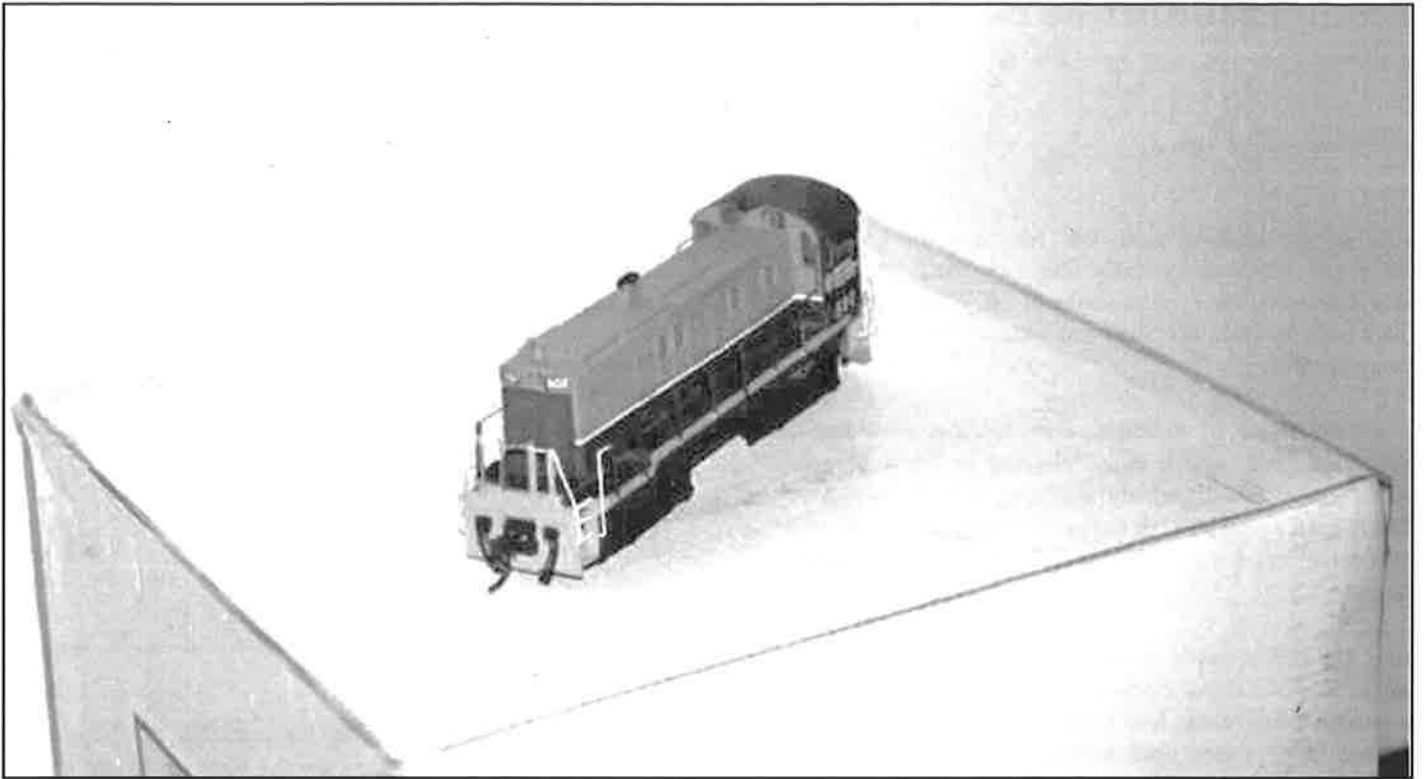
The Point 1 kit is beautifully cast and comes with everything you need except trucks, paint and decals. The frame is cast bronze and the motor is a two ended can motor. The side running boards, front running board, pilots, fuel tank, hood and cab are separate castings. I would have preferred the running board castings to have been a single casting as I found it rather difficult getting them lined up.

Athearn switcher trucks (AAR type A switcher trucks) are needed, which means that you have to find a used set, buy a new or used Athearn SW1200, or purchase new trucks from Athearn. I chose to buy a new SW1200 and scrap it for the trucks.

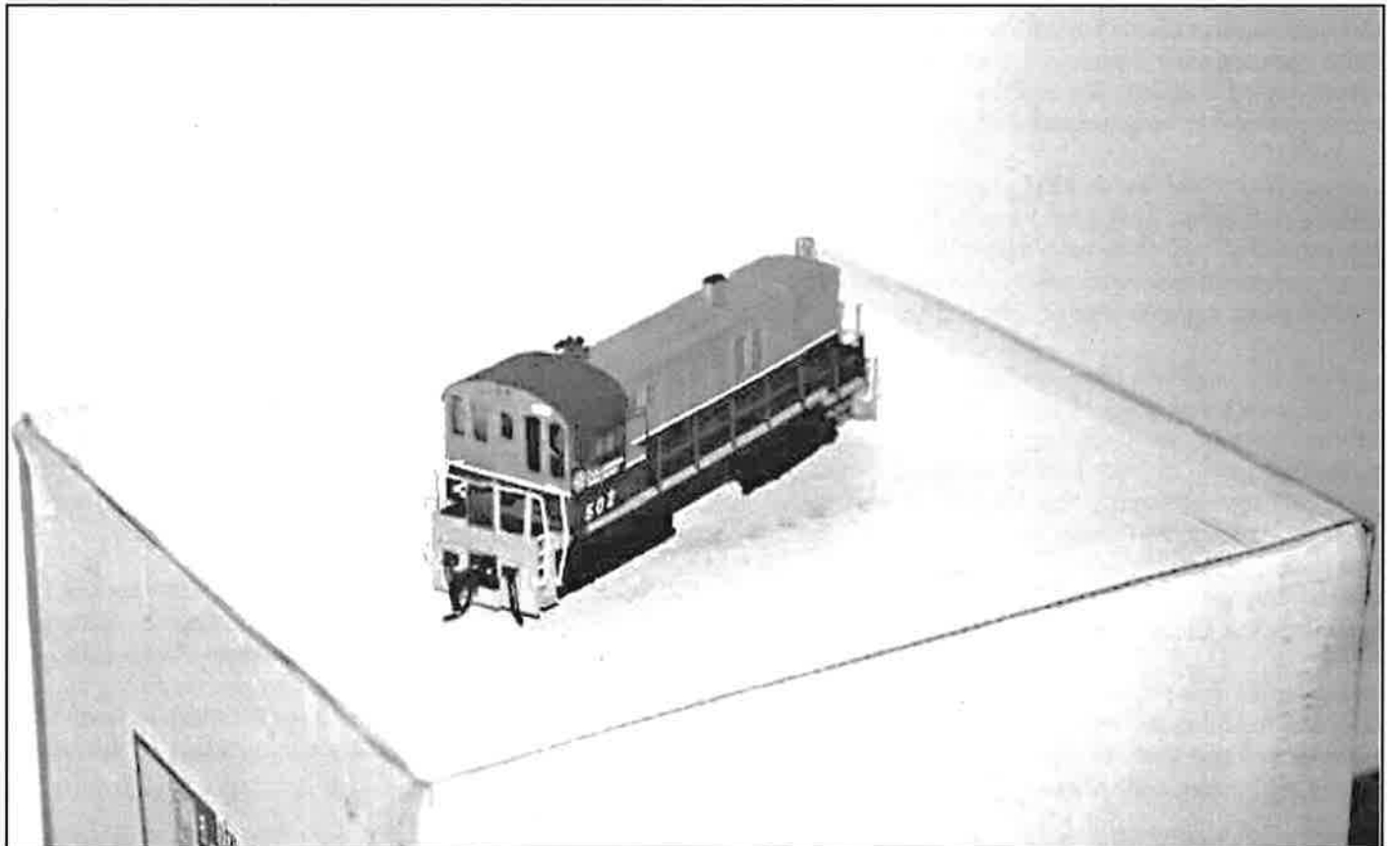
The details for the unit are made by Plano Products for Point 1. They are etched stainless steel and are excellent. The detail castings are in white resin and are beautiful. The only problem I had with the kit was the instructions. They are confusing at times, as the same instructions are used for the RS-23 kit. However, if you are able to figure them out, you will have yourself a beautiful model which you will be proud to have on your layout.

The P1HK-12 kit is \$250.00 CAD and can be obtained directly from Point 1 Models (Box 44119, 2947 Tillicum Road, Victoria, B.C., V9A 7K1) or through Kaslo Shops Distributing, 2516 Quartz Place, Coquitlam, B.C., V3E 3K9.





BC Rail S-13 No. 503 by Point 1 Models  
*Model and Photographs by Paul Crozier-Smith*



# PRODUCT REVIEW: KASLO SHOPS DISTRIBUTING N SCALE 50'-6" COMBINATION DOOR BOXCAR

by Timothy J. Horton

The 50'-6" combination plug door boxcar is the latest in a series of cast resin kits by Kaslo Shops Distributing. It most closely represents the second series of 50'-6" auxiliary door boxcars built by National Steel Car for the British Columbia Railway in 1972.

The second series of auxiliary door boxcars consisted of BCOL 5400-5599, which were delivered in the light green paint scheme with dogwood logogram, and BCIT 40400-40799. These were delivered in the international service paint scheme which comprised a dark green carbody and light green main door.

During the 1990s, many of these cars were rebuilt into the 80000 series for dedicated pulp service. The kit includes alternate parts for the Teams free rolling panel doors which were retrofitted to these cars, thus enabling a modeller to finish the boxcar as rebuilt into the 80000 series.

The resin parts for this boxcar kit consists of a one piece body shell, an underframe, brake parts, tack boards, and a choice of main sliding doors (YSD corrugated door as built, or Teams panel door as rebuilt). The etched metal fret includes a one piece assembly comprising the plug door track and actuating rods, sill steps, ladders, end platform, brake rod and brake wheel.

The kit is packaged in a small box with an instruction sheet and exploded view assembly diagram. Trucks, couplers, weights and decals are not included. The model will easily accommodate truck mounted or body mounted couplers.

I began assembly of my first six kits by removing and cleaning the various resin parts. They were found to be relatively free of flash and defects. All of the holes to be drilled for the etched parts are conveniently located on the carbody, and drilling them out requires a considerable amount of time.

The underframe snaps into place inside the carbody, and rests on a ledge at each end of the carbody. Here I encountered a significant problem: the underframe took on a pronounced curvature once free of the main casting, and there were no side ledges inside the carbody to help correct the warpage. I resolved the problem by gluing two longitudinal strips of styrene inside the carbody to help locate the underframe and correct the warpage. I also attached adhesive weights to the underframe before gluing it in place.

After adding the brake details and the main doors, I began bending and installing the various etched parts. These were found to fit well and were installed without any problems. I completed the model with Micro-Trains #1009 trucks and #1023 couplers.

Once complete, the boxcar can be finished in a variety of paint and lettering schemes. CDS Lettering dry transfer set N-237 is suitable for these cars.

This is a well-engineered kit which goes together well. It is well within the abilities of a novice modeller, and would be an ideal project for someone who wishes to attempt their first resin kit. A single car can be assembled in one or two evenings, and several can be built in a week.

I found four issues with this kit. The first is the lack of longitudinal supports for the underframe inside the carbody. These were likely omitted to simplify the casting process. As discussed above, the remedy is to fabricate and install supports made from strip styrene.

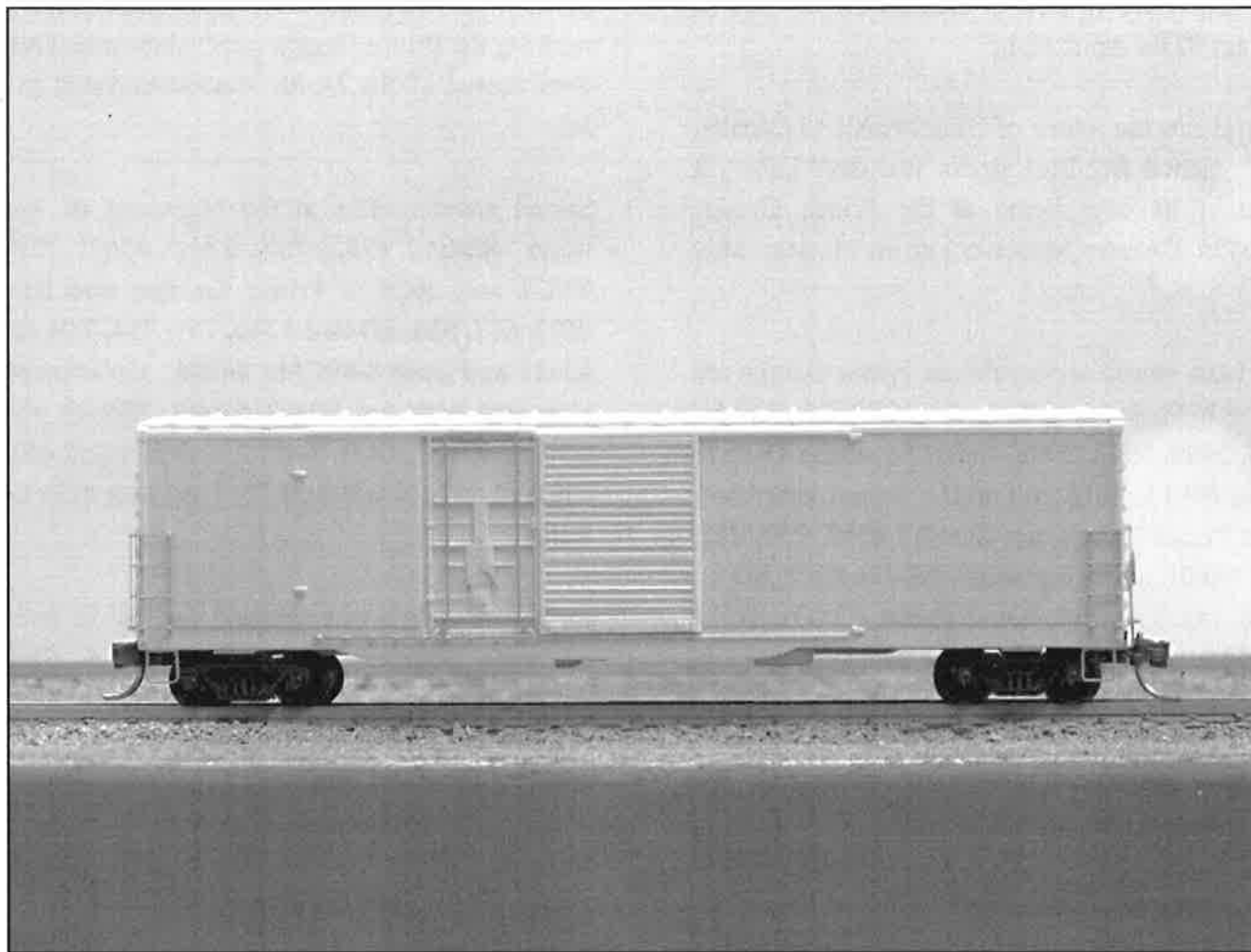
My second criticism relates to the parts for the large tack boards (placard boards). They are the wrong size and shape, and there are only two of them – four are required. The boards should measure 27" x 16", and are located on the sides and ends of the car. Also, there are no parts for the small defect card boards. The correct boards can be scratchbuilt from styrene, or can be approximated with parts from the Intermountain boxcar sprue which is available as a separate part.

My third criticism relates to the etched part for the end platform. It is also the wrong size, and there is only one! The end platforms should measure 60" x 8", and there is of course one at each end of the car. I obtained the correct end platforms from Gold Medal Models kit #160-47 Modern Boxcar Details.

My fourth and strongest issue with this kit is the omission of the forklift push pockets with which these cars were completed. They were located on the main door and were painted yellow, which makes them hard to miss! The only solution here is to scratchbuild them from styrene, but with four required for each car, this can become a tedious process.

Finally, I should mention that by changing the door stops, this model can be used to represent the first series of auxiliary door boxcars delivered to the PGE in 1971. These were series PGE 5100-5399 and PGER 40000-40399. Again, this is a variation which I feel the manufacturer could have provided, thus extending the flexibility and appeal of the kit.

These reservations notwithstanding, the 50' Combination Plug Door Boxcar is a long-awaited and most welcome addition to the N scale market. It is an excellent representation of the prototype, and is an essential item for anyone modelling the railway from 1972 to the present. It is a kit which deserves to be purchased in quantity. The kit is marketed as NK-15 for \$25.00 CAD.



This photograph illustrates the Kaslo Shops Distributing 50' Combination Plug Door Boxcar as completed and prior to paint and lettering. The trucks and couplers shown with the model are not included in the kit. *Model by Timothy J. Horton (Photograph by Wayne Sutton)*

## MOTIVE POWER NEWS

By Paul J. Crozier Smith

The Railway & Forestry Museum in Prince George has a person who is going to purchase BCOL 6001 and donate it to the Museum. The name of this person will be kept anonymous until an official announcement is made from the Museum. So GF6C 6001 will be saved.

CP 2816 emerged from the BC Rail steam shop April 15th and backed on to its train from the shop track. A BC Rail switch crew shoved the train east of Pemberton Ave for interchange to CN. CN then moved the locomotive and its train to the interchange with CP. The Empress then moved her short train to Coquitlam yard. The consist comprised 2816, tender, an auxiliary tender, tool car, power car 96, coaches CP 101 *Dominion*, CP 102 *Ernest "Smoky" Smith V.C.* and freshly painted sleeper ex-BCOL 1711 now named *H.B. Bowen*.

April 15th also saw the ex-BC Rail dinner train cars moved to the interchange track for CN to pick up for movement to Ontario Northland.

The cars left the Vancouver area on the tail end of Via Train #2 on April 18th.

May 21st saw the return of GF6C #6001 to Canada, which reached BC Rail tracks two days later. It arrived at its new home at the Prince George Railway & Forestry Museum late on Monday May 24th.

As of May, stored serviceable at Prince George are B36-7 #3608, 3616, C30-7u #3622, 3624, B39-8E #3903, 3906, 3907, 3908, and at Squamish Dash 8-40CMu #4613, 4618 and 4621. Stored unserviceable at Prince George are SD40-2 #750, 752, 762, B36-7 #3601, and at Squamish RS-18u #602, SD40-2 #746, 751, 754, 758, B36-7 #3604, C30-7u #3621 and 3625. Still on horsepower pay back are CN GP9Rm #7247 and slug #236.

As of June 24th, stored serviceable at Prince George are SD40-2 #750, B36-7 #3608, 3616, C30-7u #3622, 3624, B39-8E #3908, Dash 9-44CW #4645 and at Squamish B36-7 #3604. Stored unserviceable at Prince George are SD40-2 #752, 762, B36-7 #3601, C30-7u #3623 and at Squamish RS-18u #602, SD40-2 #746, 751, 754, 758 and C30-7u #3621. On horsepower hour pay back are Dash 8-40CMu #4609, 4618, 4620 and 4621 to CN Rail and CN GP9Ru #7247 and slug #236 to BC Rail.

On July 16th it was noted at the CEECO yards in Tacoma that the BCR electrics #6002-6007 have pretty much been scrapped. All that was left was two unidentifiable frames on their trucks.

July 23rd saw RS-18u #623 and slug #409 derail at Mile 47.3 of the Dawson Creek subdivision. The 409 and 623 remained pretty much upright. Also derailed were a number of grain hoppers. Damage to 623 and 409 appeared to be light, though the same could not be said for the grain hoppers. A section of track was also ripped up.

CN GP9Ru #7247 and slug #236, which have been working the Prince George yard since mid-January, were moved to the North Vancouver yards in late July.

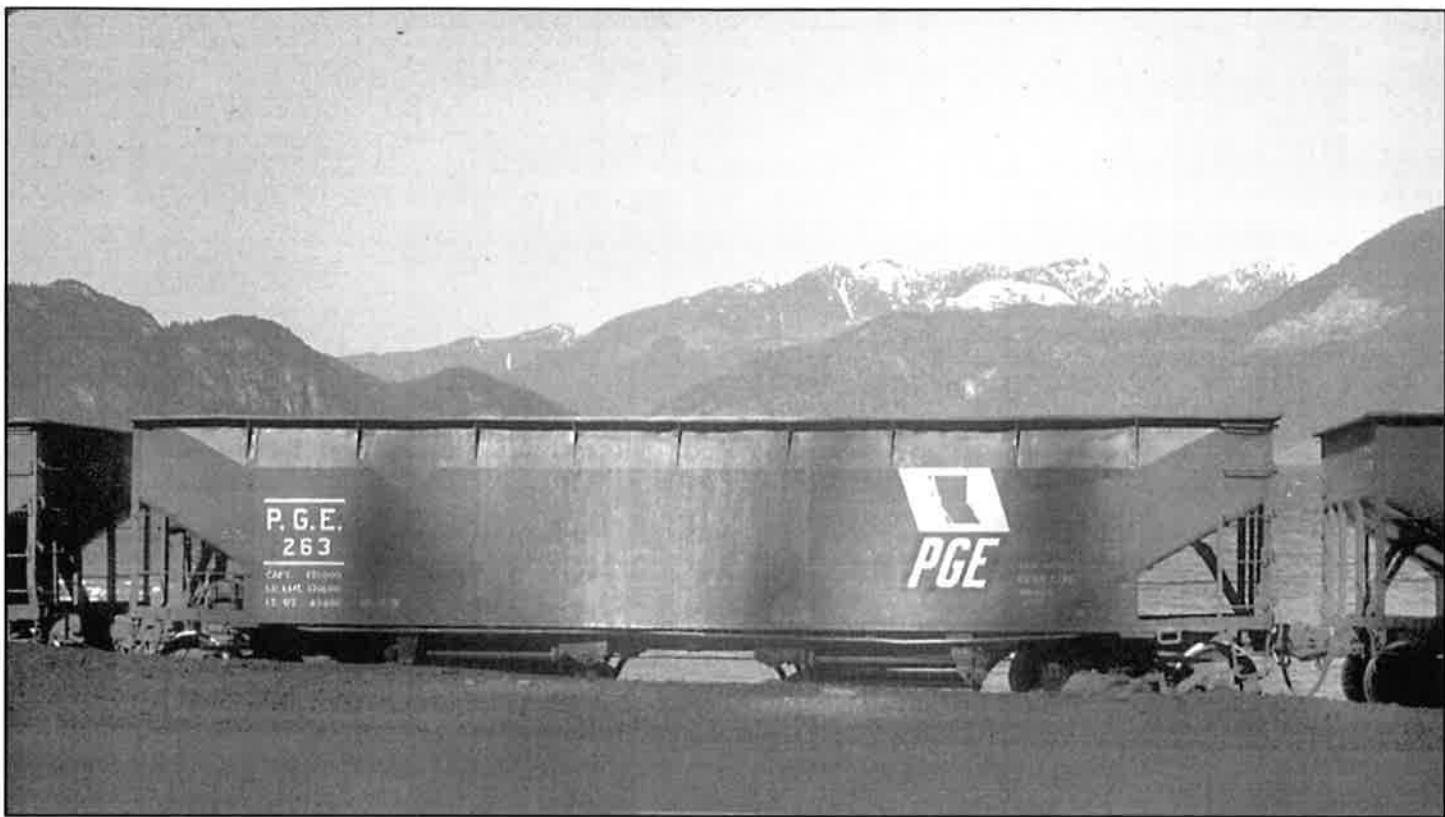
Stored unserviceable at the beginning of August were: SD40-2 #752, 762, B36-7 #3601, C30-7u #3622 and 3626 at Prince George; and RS-18u #602, 617, 626, SD40-2 #746, 751, 754, 758, C30-7 #3621 and Dash 8-40CMu #4604. On horsepower hour pay back are B36-7 #3609, B39-8E #3903, C30-7u #3625, Dash 8-40CMu #4609 and 4621 to CN Rail and CN GP9Ru #7247 and slug #236 to BC Rail.

In the last issue it was reported that BC-21 and BC-33 were donated to the West Coast Railway Association. In fact, they were purchased by WCRA along with the remaining inventory of spare parts for the Budd cars.

In August CN retired the following BC Rail units: B36-7 #3601, 3608, 3616, C30-7u #3621, 3622 and 3626. They are all stored at Prince George pending disposal.

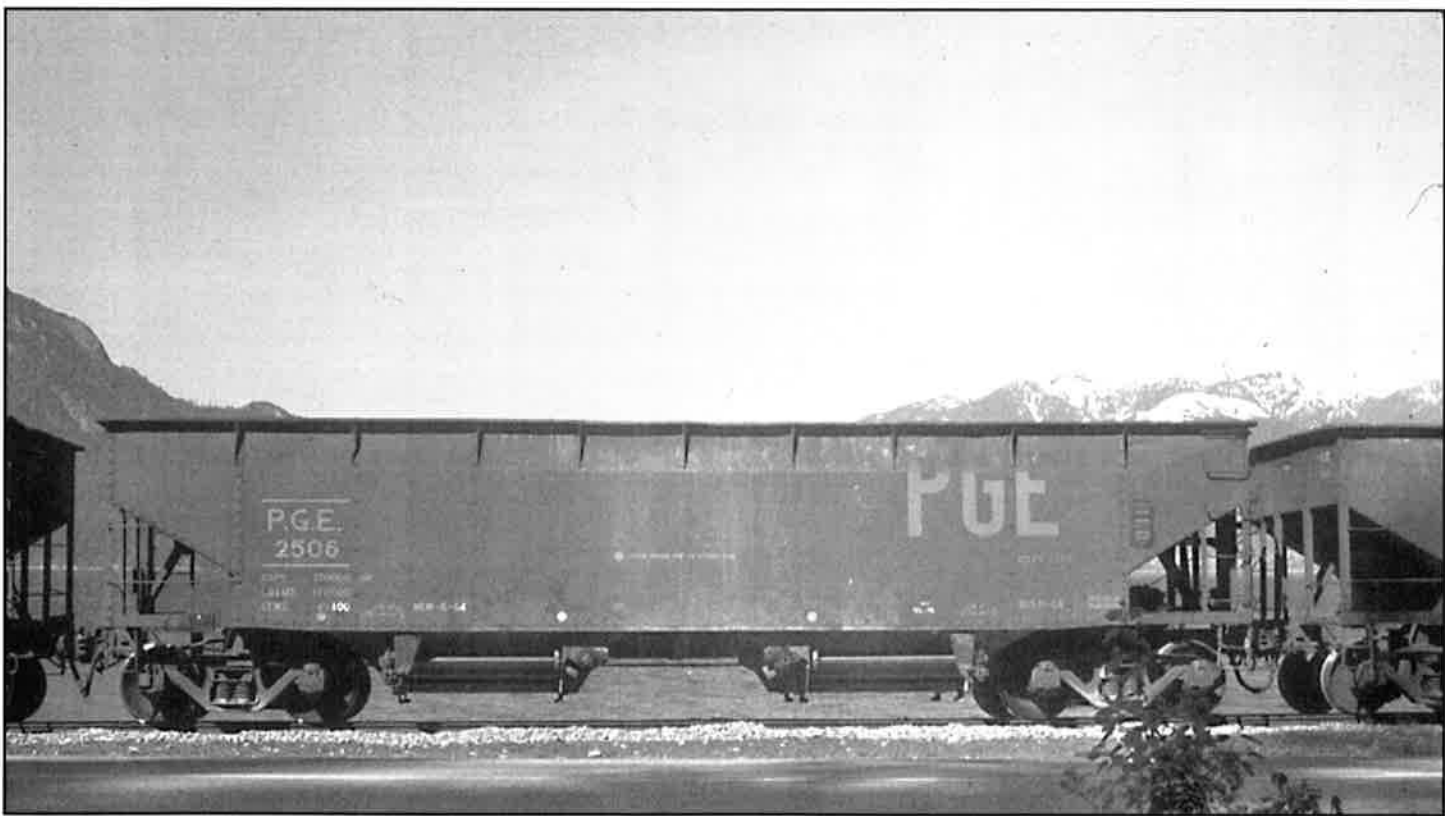
Stored unserviceable on September 2nd at Prince George are: slug #409, RS-18u #623, and SD40-2 #752 and 762; and at Squamish RS-18u #602, 603, 617, 626, SD40-2 #746, 751, 754, and Dash 8-40CMu #4604. Unit working on CN are C30-7u #3625, B39-8E #3903, 3904, 3911, Dash 8-40CMu #4608, 4609, 4610, 4612, 4614, 4616, 4618 and 4620. CN units on BC Rail tracks are slug #236 and GP9Ru #7247.

By the end of September, RS-18u #602, 623 and B36-7 #3613 were retired. Units stored unserviceable are slugs #403, 409, SD40-2 #752, 762 at Prince George; RS-18u #603, 626, SD40-2 #746, 751 and 754 at Squamish. BC Rail units CN are C30-7u #3625, Dash 8-40CMu #4602, 4608, 4612, 4615, 4618, 4620 and Dash 9-44CWL #4642. CN units on BC Rail are slugs #205, 236, GP9Ru #7244, 7247 and SD40 #5264.



**PGE 263**, an open hopper car from the **261-280** series built by National Steel Car in October 1950. This car has been repainted in Freight Car Red with the map herald by the railway. It was photographed at Porteau in May 1973.

*Photograph by Greg M. Kennelly*



**PGE 2506**, an open hopper car from the **2501-2525** series built by the Hawker Siddeley Corporation in June 1964. It was also photographed at Porteau in May 1973. *Photograph by Greg M. Kennelly*





This view of slug **S 403** illustrates the original dark green paint scheme applied to the first five units. The carbody, deck, frame and side handrails are painted dark green, and the pilots, steps and end handrails are painted yellow. A reflective yellow stripe appears on the frame. The unit is seen at Prince George on August 3, 1986. *Photo by Claude Prutton*



**S 403** appears again at North Vancouver in January 1994, this time repainted in the subsequent blue and silver paint scheme with the final version of the BC Rail logogram. The carbody, frame and side handrails are painted blue, and the pilots, end handrails, fuel tank and trucks are painted silver. *Photo by Dan Rowsell*