



# The CARIBOO

*Published by the BC Rail Historical & Technical Society*



Issue 7

January 1992

## IN SEARCH OF A TITLE...

Each time that I have "penned" my notes about BCRH&TS "business" in "The Cariboo", I have wondered what to entitle such comments. Clever names like "The View from Up Front" and "At the Throttle" have already been taken. So I leave it up to you, the reader, to come up with an appropriate moniker. No prizes here. Just an opportunity to be immortalized in print!

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Thanks to all who have taken the time to write with your comments and suggestions. With this issue we introduce an improved graphic appearance thanks to the efforts of Greg Kennelly.

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Old business: Last issue I inadvertently omitted crediting "The Coupler" as the source for the news stories which appeared on page one. Collen Brow, "Coupler" editor, has been supportive of our society and its newsletter. She has generously granted us reprint privileges. I apologize for this oversight.

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While on the topic of editorial ownership, a word or two about copyrights. Until now, I have not included a statement about copyright ownership in "The Cariboo". Recently, I was told of plans to "extract" editorial matter from our newsletter for use in other publications. The granting of reprint permission is a fairly common practice in the publishing world. Securing such permission is not only a courtesy, but a legal necessity. Our authors have given generously of their time, without financial remuneration. From this point forward, I will include notice of copyright for any original work appearing in "The Cariboo".

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Survey says...Thanks to those of you who took the time to return the survey that was included with issue six. (If you haven't done

so, it's not too late to send your survey back.) What we've learned so far: most of you are PGE/BCR modelers, many have an operating layout (or one in the works), and all are supportive of a subscription fee increase to fund newsletter improvements.

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Based on our relatively low subscriber numbers, it is financially impractical to have "The Cariboo" typeset at present. I will continue to invest in both hardware and software to improve our newsletter's appearance. Virtually all survey respondents called for the inclusion of a greater number of photos in each issue. To do this, I need to receive more good photos.

So what does it take to have a photo appear in "The Cariboo"? Overall contrast is most important. Black & white 4x6 prints are best. Be aware of subject lighting. (If you shoot color prints or slides, send them along for a look-see. If we can use them I'll have an inter-negative made.)) Both historical and present day subjects are eligible. Motive power, rolling stock, lineside structures are good choices. Best of all are photos that can be used to accompany an article we have prepared. Because of this last consideration, I will retain any photos submitted. We may not use your shot immediately, but will hold it for possible use with a future article. Please include your name on all submissions. Any other details, such as location, date, significance of shot will be appreciated.

And thanks to all of you who have sent photos and slides in.

Jim Moore

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## NEWS ITEMS

Laser technology is coming to BC Rail in the form of a Rail Profiling Range Camera. The \$250,000 device will be trailer mounted and towed behind a hi-rail vehicle. It will use PCs and light beams to create three dimensional records of rail quality, replacing manual inspections. (WCRA News)

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The first passenger service to Lovell Cove operated on August 22. Fare for the irregular run are priced at \$41.50 return, and service is operated from Fort St. James. Unfortunately, there are no passenger amenities at Lovell Cove for riders on this overnight trip. It is believed that a combine is attached to a log train for this run. (Dale Whitmee)

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Last spring, WCRA learned that BC Rail had plans to replace all of the 85 pound rail on the industrial waterfront lead in Squamish with heavier 100 pound rail. This project is part of the railway's ongoing program of light rail replacement system wide.

WCRA was able to secure the donation of one mile of rail for use at its growing museum complex. (WCRA News)

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Plans to develop the Stronsay (ex Cirque) zinc-lead deposit were announced in September by Toronto based Curragh Resources. BC Rail has conditionally agreed to build an all-weather, ice-breaking barge to carry lead-zinc concentrate from the mine. The ore will be hauled from the mine, located at the north end of Williston Lake, to Chowika, about 120 kilometers southeast of Fort Ware. From there it will be barged south to BC Rail at MacKenzie.

The Province of BC will help fund the building of a 400' ice-breaking barge, similar in size to one of the ferries which operate between Vancouver and Victoria. A one-half kilometer long loading spur will be built running from the shore of Williston Lake to the existing BC Rail main.

To move the concentrate, BC Rail will use 70 specially modified flatcars. These cars will be equipped with 100 ton trucks and container holding hardware.

BC Rail expects to recover the \$37 million cost of the barge and rail spur through freight rates charged to the mine operation. (The Province)

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The WCRA recently acquired a "Kar Krane" which had been declared surplus equipment by BC Rail.

The unit is a mobile, three wheel crane with a 5 tonne lifting capacity boom. The crane is powered by a gasoline engine, and rides on solid rubber tires.

The exact heritage of the crane remains uncertain, however, it is rumored to have been acquired from the US Navy as surplus. (WCRA News)

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Two publications have recently appeared which are sure to be of interest to historians and modelers of the PGE/BCR.

Issue #92 of Extra 2200 South (July-August-Sept 91) contains a twelve page article spotlighting PGE/BCR motive power. A generous amount of both black & white and color photographs is included. Also therein is a detailed history of the railway's diesel locos; plus info on the GF6Cs, Budds, RCCs, and gas powered motor cars.

The cover features a nice color shot of two GE C40-8Ms taken deep in the Cheakamus gorge. (Extra 2200 South, POB 8110-820, Blaine, WA 98230).

Railroad Model Craftsman (Nov 91) had a six page story on the Fowler stock cars. The Fowler design cars were used throughout Canada, and first appeared on the PGE in 1914. Author John Riddell traces the development of the car, surveys its numerous construction variations, and provides specific modeling data for each of the prototype roads which operated the cars.

PGE modelers will now have the info necessary to produce HO replicas of this interesting piece of rolling stock.

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BC Rail has donated wedge plow #996002 to the WCRA. The plow, built in 1957, will be incorporated into the Society's Squamish collection. (Grant Ferguson)

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Follow up to Andy Barber's great article on the BCR 100 ton gondola which appeared in "Cariboo" #6: Bill Brillinger wrote to say that Andy's castings built up to a very impressive model. Bill, along with Peter Hansmann, constructed the first two trial kits. Has anyone else attempted this project?

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Ridership on the Royal Hudson totaled over 57,000 in 1991, up almost twelve percent. Budd passengers totaled 73,000 an increase of nearly six percent.

(WCRA News)

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## NEW PRODUCTS

Andy W Scale Models has introduced its "Super Model Series", which features high-tech composite construction with aircraft type epoxy castings. These HO scale models offer superb detail reproduction and old fashioned lost wax brass castings. A professional super finish make the models both technically and visually exquisite. The "Super Models" are precision hand made in small production runs. All are equipped with metal wheels and Kadee couplers. Among the initial releases are a BCR 50' combination door boxcar (with choice of 2 marking styles) priced at \$80.00, and a BCR extended vision, steel caboose (rwb, with choice of Expo 86 logo). The price of the caboose was not available at press time.

Additional information on these finely decorated models is available by writing to Andy W Scale Models at 7706 Windsor Street, Vancouver V5X 4A5.

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"The Cariboo" has learned that The Company Store (Cambridge, New Zealand) has released a kit containing bulkhead ends for use with the HO scale MDC modern flat car. We haven't seen a sample kit for review purposes. If anyone has purchased this kit, and has comments on its construction or

quality, please drop us your review. No pricing info available.

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Chicago Hobby Show news: McKean Models announced the release of a modified 60' center beam flat car. Based on the former Front Range kit, it has been retooled for easier assembly. Also to be offered is a 60' open braced version of the car.

The big news is both an open braced and a circular braced version of the 73' center beam flat car is soon to be available. The 60' version was scheduled for release in December, the 73' version in the spring of 1992. Jaeger Products is planning to offer appropriate loads for these kits.

Overland Models has confirmed that its model of the BCR extended vision caboose will be available in the fall of 1992. Also, the last SD40-2 order, units 763-767, will be outshopped in the spring of 1992. (David Barone)

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There are several new and existing products available to PGE/BCR modelers. These include the Scalerail Canada 40' PGE boxcar, the Kannamodel line of structure kits, and the N Scale of Nevada lumber loads. We would like to include a review of these (and others) in future editions of the newsletter. If you can assist in this project, please contact Jim Moore.

## SPOTLIGHT:

### NORTH VANCOUVER DIESEL SHOP

Original Sketches & Measurements:  
Andy Barber (May 28, 1991)

Scale Drawings: Carter D. Cram

The North Vancouver diesel maintenance shop is about 142 feet long and 92 feet wide.

According to Grant Young, North Vancouver yardmaster, the shop was erected in 1960, some five years after the line's extension south from Squamish.

The shop is constructed of corrugated iron panels, ranging from 6"-8"-12" center to center between ribs. Viewed from above, the shop appears to be "all roof"; as the roof is only 8' above ground level on one side and 12' above on the other.

Formerly the building was home to three wipers who were expected to fill-in for any fireman who may have called in sick. Usually little notice was given, and the wiper on duty simply went when called--leaving the other two to cover his shifts until he returned in 3 or 4 days.

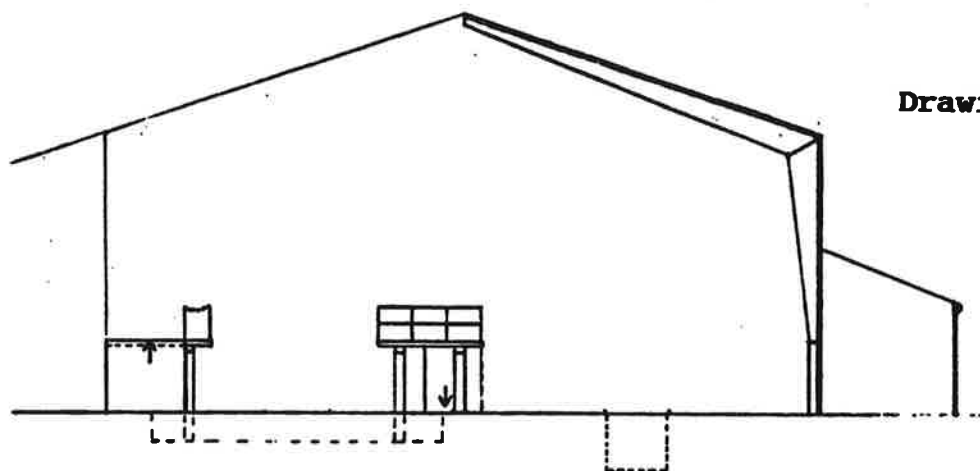
As the railway evolved, so did the shop. Today, major diesel repairs are performed at Prince George. The North Van shop handles minor repairs, maintains the three switcher-slug sets, and performs all RDC repairs. A newer, second

building has been erected just behind the diesel shop, and contains offices and space for the storage of Budd parts.

The North Van yards are boomerang shaped. The diesel shop sits at the center of the arch. Beyond the arch are the tracks of Vancouver Wharves. A typical day sees about 6-8 locos on the ready tracks. Fuel, sand, water and the wash station are located here as well.

The diesel shop's doors are not the original ones. Over the years locos have gone through closed doors at both ends on more than one occasion.

One "Cariboo" subscriber has already modeled this shop using the drawings and measurements presented herein. It's an impressive model, occupying about 12"x21" on an HO scale layout.



Drawing One

ALL DRAWINGS N SCALE

Drawing one is based on a series of photographs taken by Andy Barber. Shown is the shop rib or support beam style. The drop pit and inspection pit areas are shown via dashed lines. The rail in the inspection pit area is supported by 24" concrete piers.

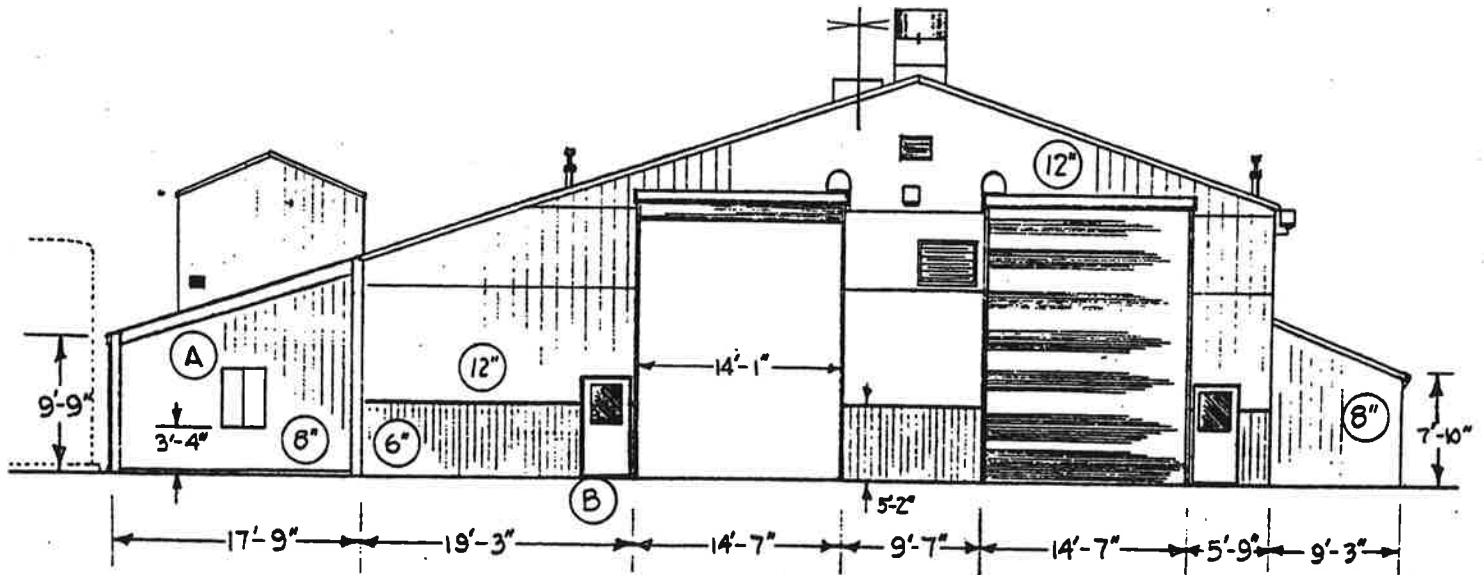
Also shown are the raised inspection platforms, access ramps, support piers, longitudinal support beams, and safety railings. Not shown are toolings, shop and office area partitions, doorways, and miscellaneous interior detailing.

The CARIBOO is published quarterly for enthusiasts and modelers of the Pacific Great Eastern Railway and its successor lines. Sample issues may be obtained for \$3.00 U.S. funds (posted to North American addresses). All editorial contributions are welcome. Send all correspondence to: Jim Moore, 25729 Floral Court, Valencia, California 91355-2139, U.S.A.

# B C RAIL ENGINE SHOP

N. Vancouver, BC

5



0 5' 10' N GAUGE SCALE 1.92 MM = 1 FOOT

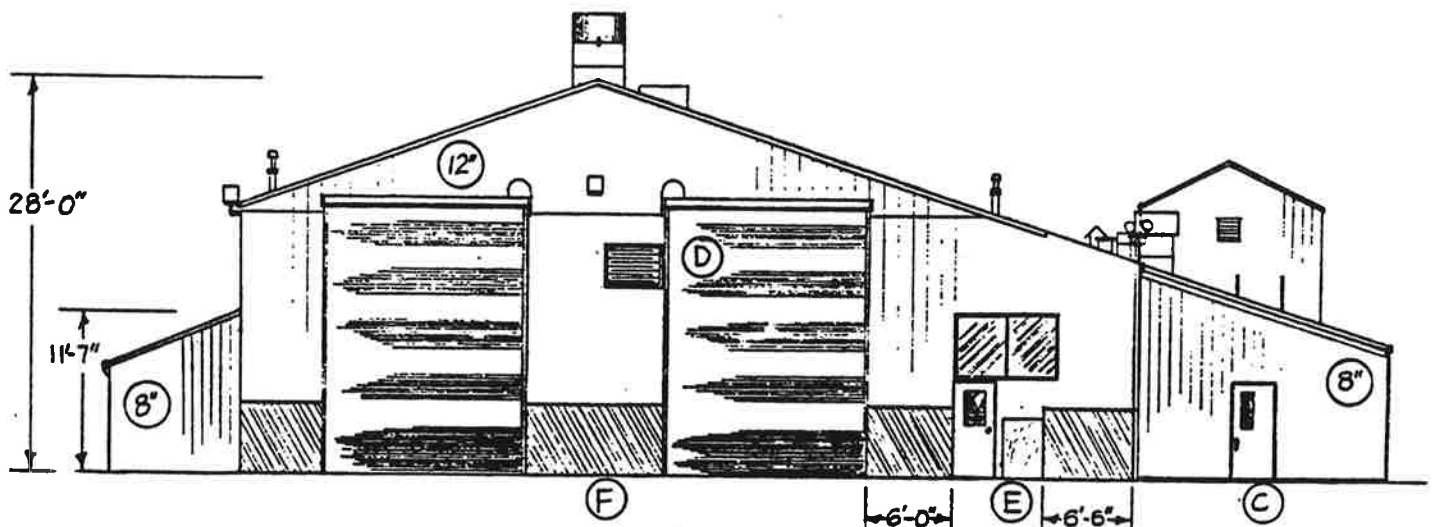
## REAR VIEW

(A) 3' x 4" WINDOW

(B) 6'-9" x 3'-5" DOORS

(6" (8" (12" DENOTES VARIOUS CORRUGATED SHEETING

NOTE: SOME DIMENSIONS ARE GUESS-TIMATES BECAUSE OF ACCESS OR LOCATION.



(C) 6'-9" x 3'-0" DOORS

(D) ROLL-UP DOORS 13' HIGH

(E) PLYWOOD DOOR 2'-9" x 4'-2"

(F) CONCRETE WALL

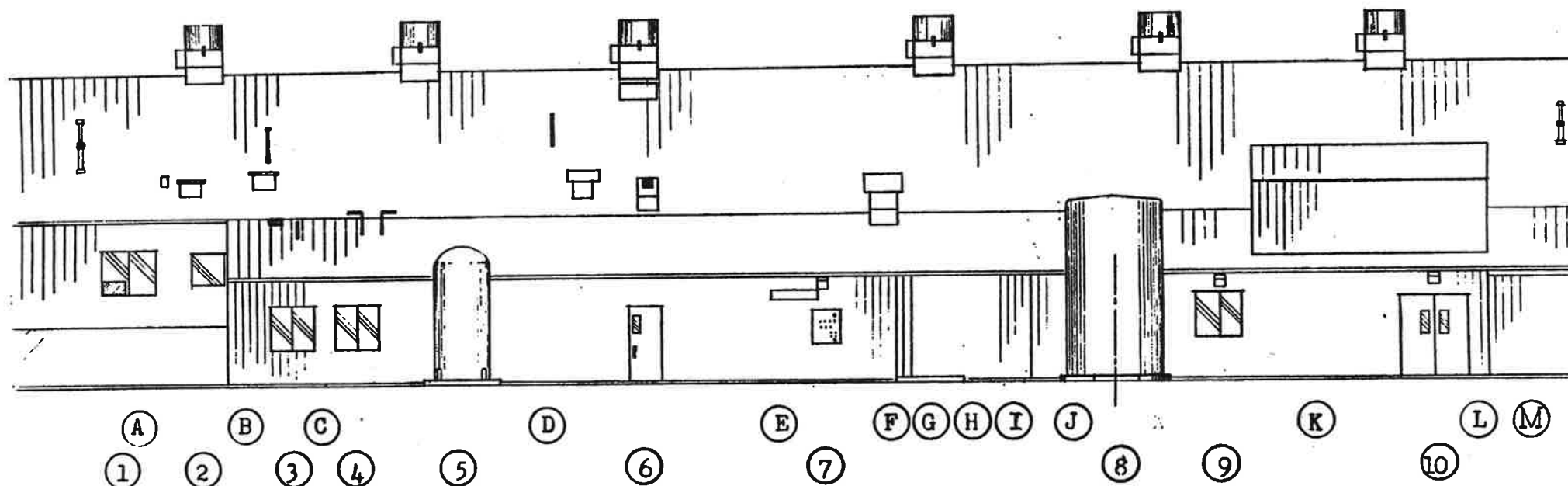
## FRONT VIEW

# B C RAIL ENGINE SHOP

N. Vancouver, BC

F End

R End



- A 20'-3" Recessed Corner
- B 4'-0"
- C 2'-0"
- D 22'-11"
- E 21'-4"
- F 8 1/2"
- G 8" I Beam
- H 6'-0" Recessed Area
- I 6'-1"
- J 14'-9"
- K 14'-3"
- L 2'-1"
- M 9'-3" Recessed Area

## Legend

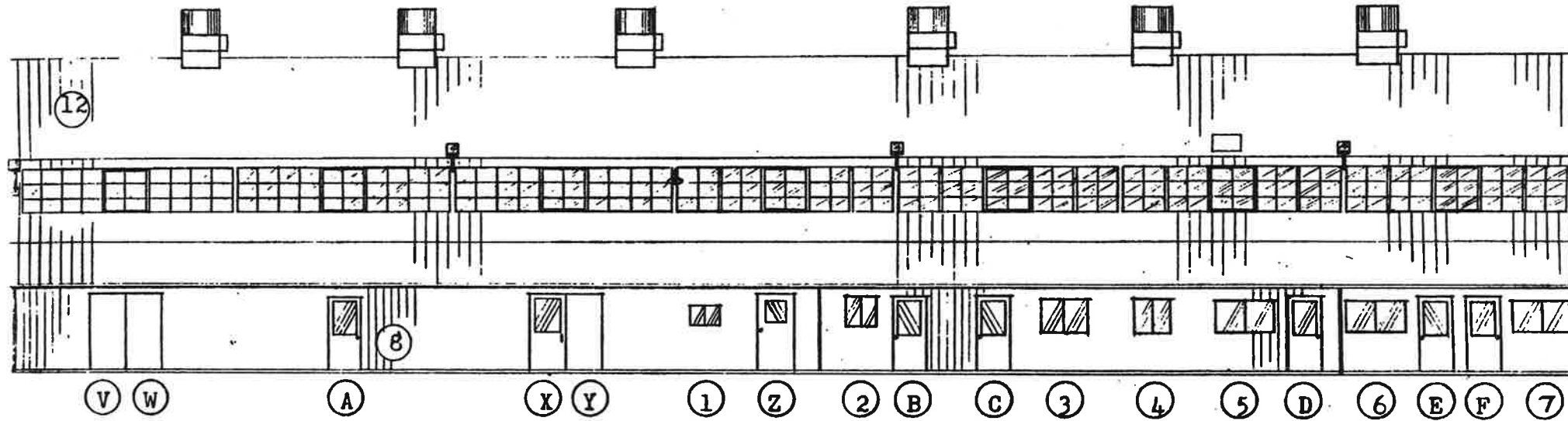
- 1 Window 3'-4"x5'-0" w/window air condition
- 2 Window 2'-6"x3'-4"
- 3 Window 4'-0"x4'-0"
- 4 Window same as #3
- 5 Waste Oil Tank 5'-0"x11'-0"
- 6 Door 6'-8"x3'-0"
- 7 Control Panel 12"x2'-6"x3'-0"
- 8 Tank 8'-6"x16'-0"...octagonal tank base 10" from wall.
- 9 Window 4'-0"x4'-0"
- 10 Door 6'-1"wide x 7'-4"

Note From left edge B to center line tank 8 80'-8" and from there to right edge L 33'-6".

# RIGHT SIDE - OFFICES

Rear

Front



< 7'-10" >    < 15'-6" >    < 15'-6" >    < 8'-0" >

See Tables Below For Additional Dimensions

Edge- From	To- To	Edge Dist.
1	Z	38'-6"
Z	2	4'-10"
2	B	1'-6"
B	C	4'-6"
C	3	2'-10"
3	4	4'-2"
4	5	4'-0"

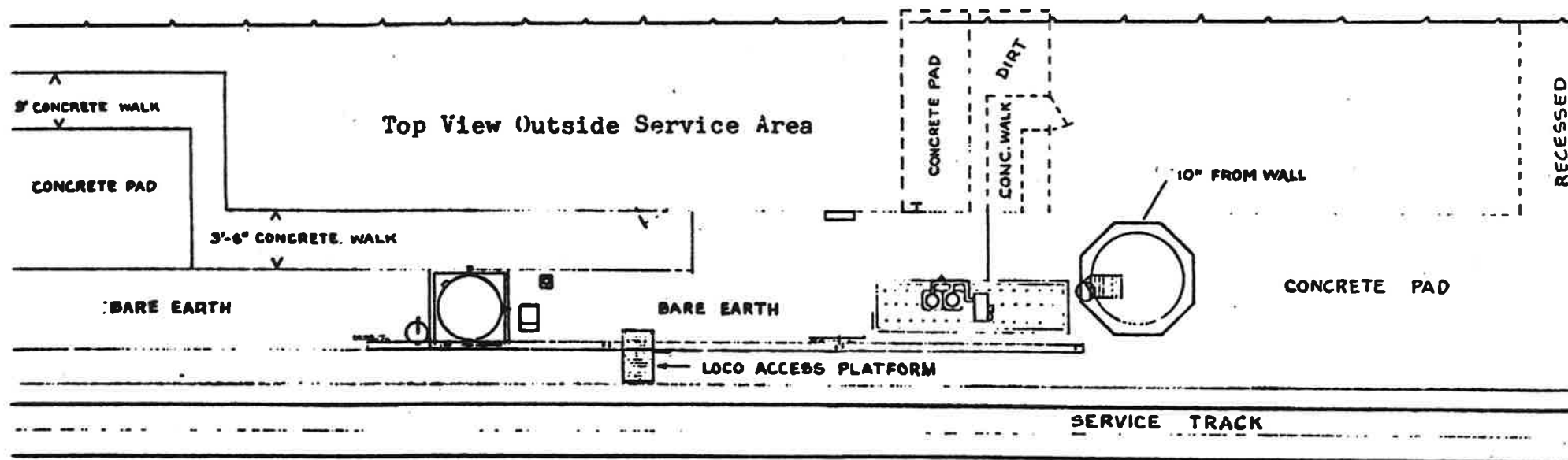
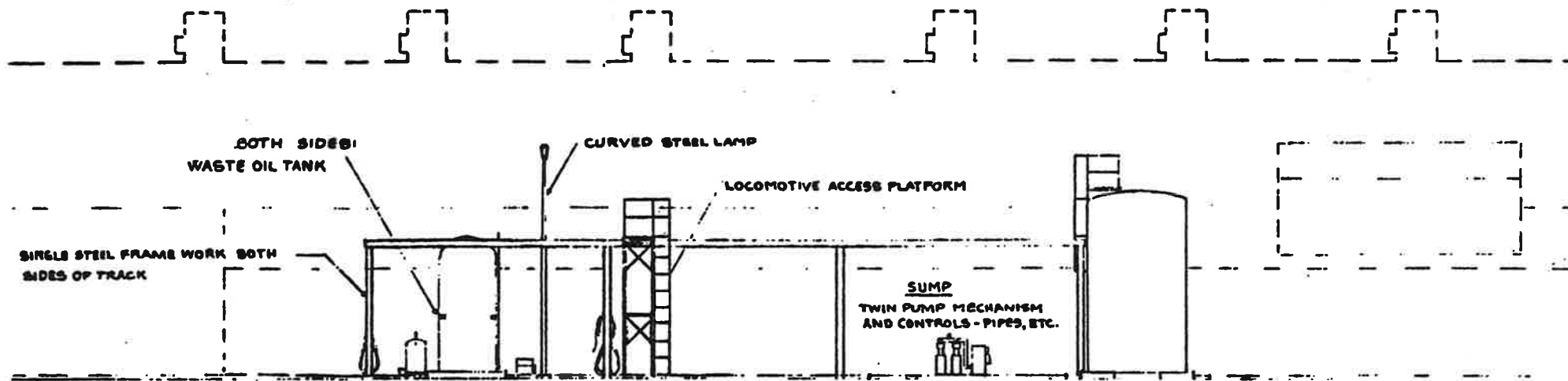
Edge- From	To- To	Edge Dist.
5	D	1'-4"
D	6	2'-2"
6	E	1'-2"
E	F	1'-2"
F	7	1'-0"
7	Edge	1'-6"

Doors: A B C D E F    3' wide by 6'-8" high

Doors: V W X Y Z    3'-4" wide by 6'-11" high

<u>Windows</u>	<u>height</u>	<u>width</u>
1	1'-9"	2'-10"
2	2'-10"	2'-10"
3	3'-0"	4'-2"
4	3'-0"	3'-2"
5 6 7	2'-10"	5'-2"

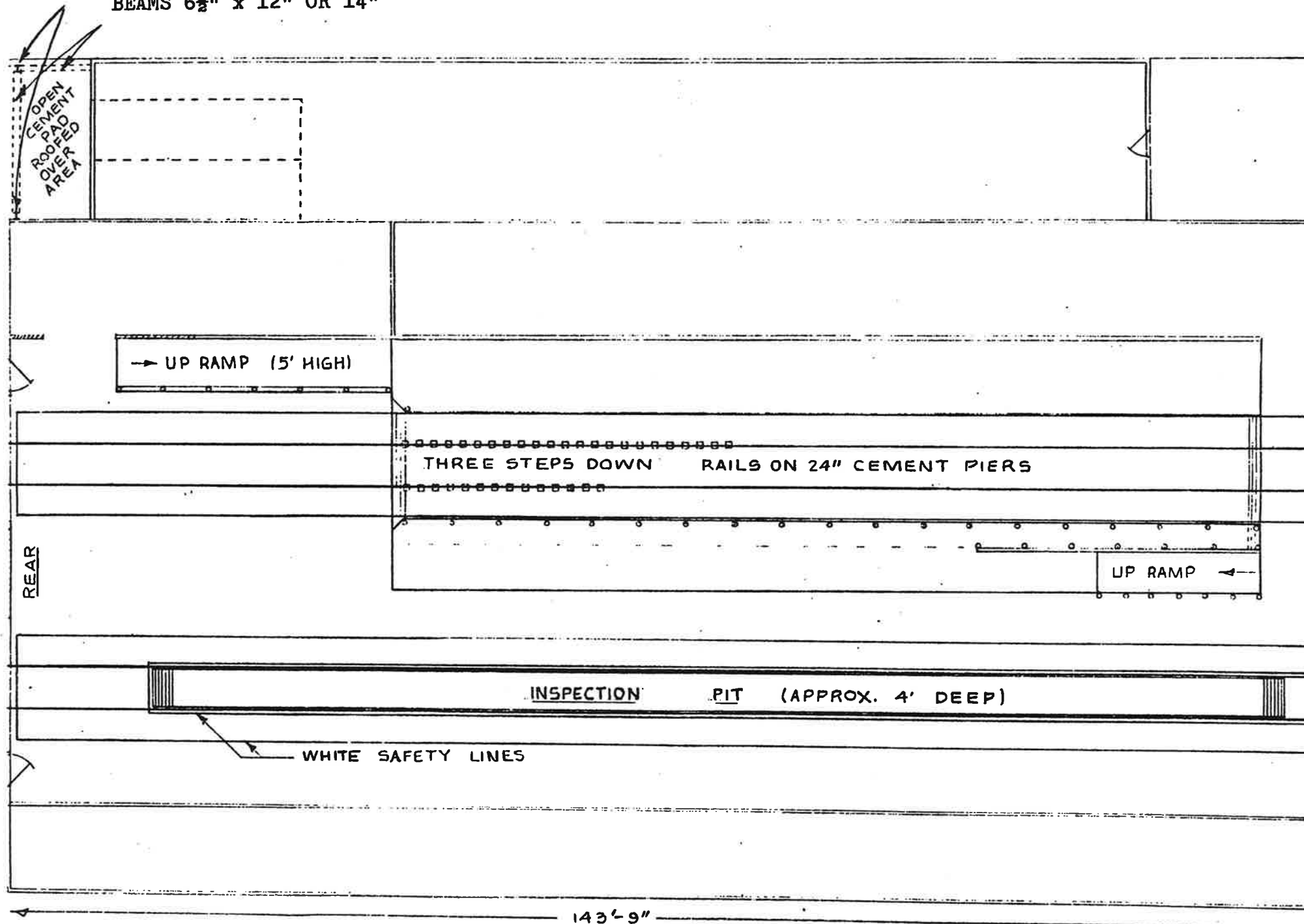
# Left Side Shop Service Area Detail



TWO VERTICAL I BEAMS  
8" x 6½" HORIZONTAL  
BEAMS 6½" x 12" OR 14"

JP FLOOR PLAN

F End



## FOCUS:

### The BCR 2 Tone Green Colour Scheme: Paint Variations

Text & Photos: Eric L. Johnson

I found Michael Blusson's BCR Locomotive Repaint Ledger ("Cariboo" issue #5) very interesting and was prompted to offer a few comments. The two-tone green repaint jobs were not all done with identical paint division lines. The partial listing below was compiled from personal observations during 1989-91.

Of the first scheme, characterized by a straight colour dividing line on the long hood, three minor variations exist.

1. The "standard" seems to have been as painted on unit 613, where the dividing line is well below handrail height. Included in this group are:

RS-18s: 607/610/613 (see photo)  
619/620/622/624/626  
627 (now CAT w/ rwb)  
628  
C-425s: 801/802/803 (see photo)  
806/809/810  
S-13: 502

2. A variation with the dividing line at about handrail height are:

RS-18: 608  
C-420: 632 (see photo)

3. A variation with the dividing line well above the handrail height:

RS-18: 612 (see photo)  
C-425: 811 (see photo)

Of the second (later) scheme (characterized by the "lightning bolt"), only one unit varies from the norm. The second repaint scheme also introduced diagonal green and white stripes on the ends of both hoods. Some (if not all?) of these jobs are repaints of the first two tone green repaints. The "standard" placement of the colour dividing line can be seen on unit 605. This group includes:

RS-18s: 601/602/603/605 (see photo)  
614/617 (now CAT w/ rwb)  
621/623 (now CAT w/ rwb)  
630

C-425: 800/805/812 (see photo)

Only one engine was prepared with a higher dividing line (variant):

RS-18: 604 (see photo)

Further observations:

Unit 616 was never painted in the two tone scheme. It was wrecked in 1964 and rebuilt as 627.

Unit 618 was wrecked in late October 1980. It probably was never redone in the two tone scheme, as the paint shop only opened in June 1980. It was not rebuilt.

Unit 625 was wrecked in 1986, and not rebuilt. The engine does not appear on Michael Blusson's Paint Ledger. Was it ever 2 tone green?

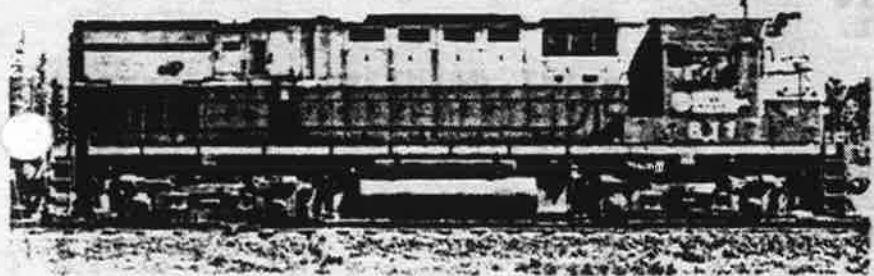
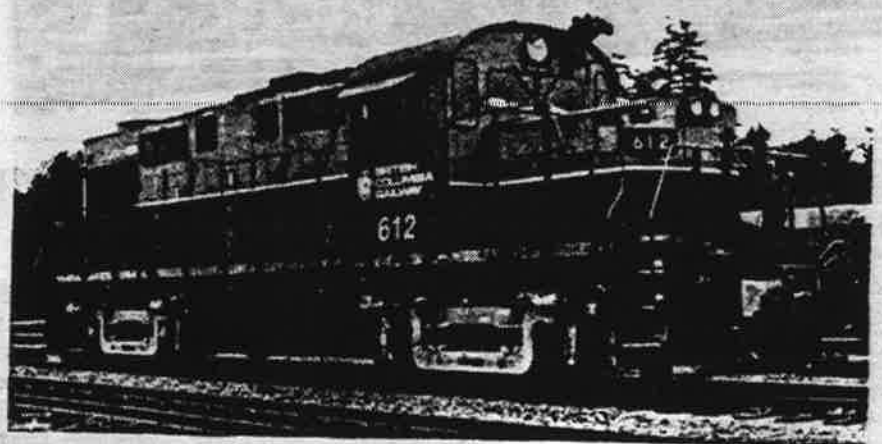
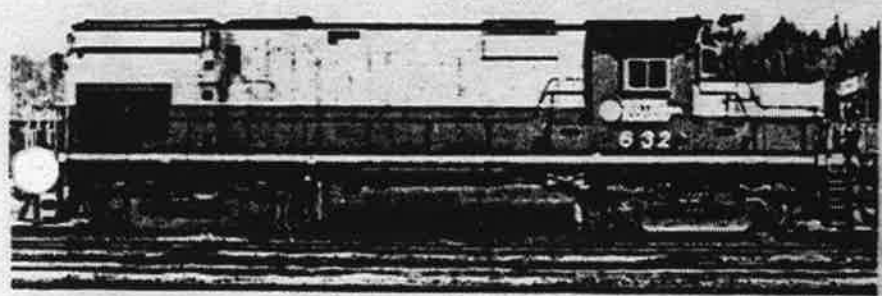
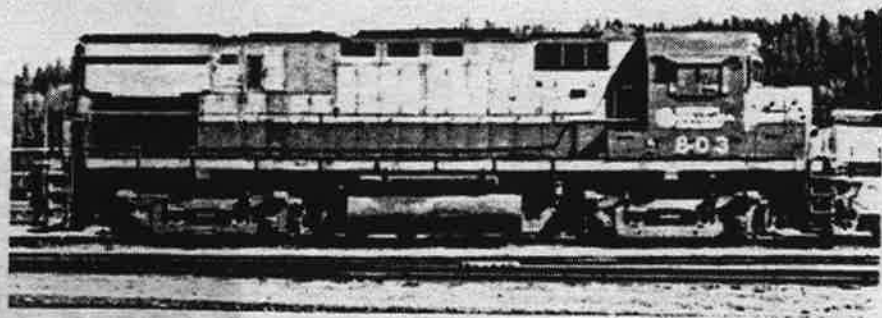
Units 606/611/615: all repainted to the early red/white/blue scheme. Unit 611 repainted to second/late rwb following CAT engine repowering in 1991.

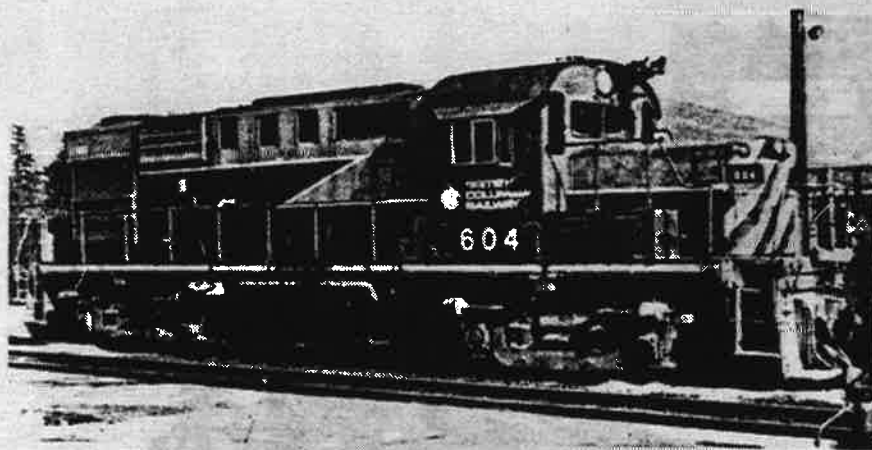
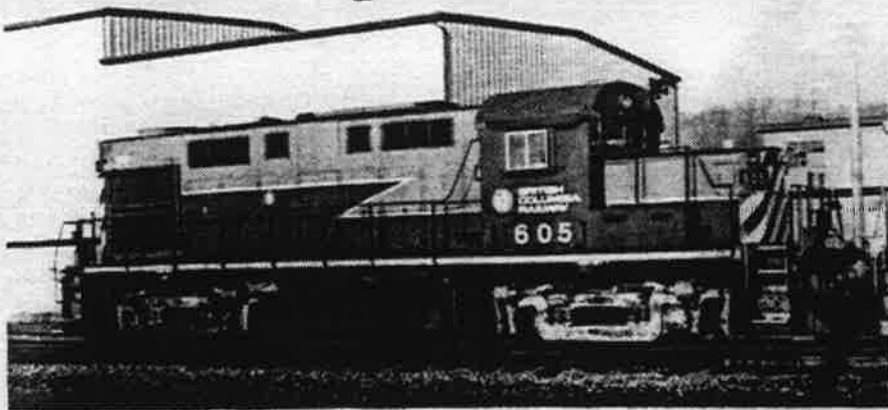
Unit 629, still ALCO powered, is now in the second rwb scheme.

Units 609/617/623/627: all reengined (CAT) and in second rwb scheme. Unit 627 was in first two tone green scheme.

I am interested in learning what color schemes units 804/807/808 (now 800) have appeared in.

**BACK ISSUE BLOWOUT!!!** Reprints of the first six issues of "The Cariboo" are available for the special price of four for ten dollars (postpaid Canada & USA). Individual copies are available for three dollars each. Please make all checks/money orders payable to "Jim Moore". Now is the time to complete your collection.





## INTERCHANGE

**SPECIAL OFFER TO POWER SHORT RAIL LINES:** Overland Models HO scale BCR M630W. Unpainted, factory fresh in original packaging. Liberal purchase program. One quarter down, installments for up to 90 days. Best offer over \$385.00. Contact Carter Cram, 14 Valentine Lane, Redding, CA 96001.

Paul Roy (3874 Winlake Crescent, Burnaby, BC V5A 2G5) has two BCR police hat badges for sale. Both are silver; one with King's crown on top/coat of arms in center, the other has Queens' crown on

top/dogwood flower in center. Priced at \$65.00 each, or \$110.00 as a set.

**TOP DOLLAR PAID** for copies of BC Rail's "Condensed Profile" and "Revenue Car Catalogue". Write Jim Moore, 25729 Floral Court, Valencia, CA 91355-2139. State condition and price in initial letter.

**Editorial deadline for Issue 8 /April 1992 is March 21.** All contributions are encouraged. Please include your name on all submissions.

Compiled by Richard Varemko

In "Cariboo" #4, we published a listing of books and magazine articles related to the PGE and BCR. We will have an update to that listing in a future issue.

This time out we offer a compilation of sources offering prints and slides of PGE/BCR subjects. Send SASEs to each vendor to request catalog/pricing information. Mention the "Cariboo".

Rail Data Service  
POB 572  
Owego, NY 13827

Duplicate color slides  
8x10 b/w prints  
PGE/BCR freight cars

Grant Lowry  
303 South Wesr End Ave.  
Lancaster, PA 17603

Duplicate color slides  
BCR freight cars

Howard W. Ameling  
619 Ewing Street  
Fremont, OH 43420-2907

B/w and color prints  
PGE/BCR freight cars

Austin Modeling Associates  
7214 Lamplight Lane  
Austin, TX 78731

BCR duplicate color slides  
Request misc boxcar-flatcar lists

John C LaRue Jr.  
3914 Accomack Drive  
Apartment 12  
Louisville, KY 40222

B/w prints  
BCR caboose, MoW equipment  
PGE caboose, MoW, freight cars

Dick George  
RR #1  
Waubaushe, Ontario  
L0K 2C0

B/w prints  
PGE steam, passenger cars

Wilbur C Whittaker  
25 Blithedale Terrace  
Mill Valley, CA 94941

B/w prints  
PGE diesels, freight cars

Bob Lorenz  
1939 Whitaker Drive  
Fremont, OH 43420

B/w prints  
PGE diesels/passenger/freight/MoW

Meandering Rails  
Jim Shaw  
11514 Clara Barton Drive  
Fairfax Station, VA 22039

BCR diesels circa 1983

Harold K Vollrath  
1000 West 97th Terrace  
Kansas City, MO 64114

PGE steam, diesels, motor cars  
BCR diesels, caboose

M.D. McCarter  
POB 1569  
Campe Verde, AZ 86322-1569

PGE diesels/passenger/freight/MoW

Jim Shepard  
POB 11846  
St. Paul, MN 55111-0846

BCR diesels/freight/passenger  
Depots

## MOTIVE POWER NOTES

Edited by Paul J. Crozier Smith

BC Rail sent retired M630s 706 and 720, along with M630(w)s 723 and 726 from the storage line in Prince George to General Electric's Montreal plant in October. On November 28, the following units were spotted onto the CN interchange at Prince George for shipment east: C630 #702, M630s #710, #715, and #719. Thus ended the era of big ALCOs/MLWs on BC Rail. As for the smaller ALCO units, only three C425s remain in service.

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MLW S-13 #502 has returned to Squamish after a trip to Kitimat as a lease engine for Eurocan Pulp & Paper while their GE 70 tonners were overhauled. Then 502 went across the street to work at the Alcan plant while Alcan's SW900 #1003 went to BC Rail's Squamish facility for an overhaul. Engine #502 is operating once again as the Squamish shop switcher.

\*\*\*

WCRA President Don Evans wrote to advise us as to the motive power units involved in the May 30 sinkhole at mile 708.7. Lead unit #751 was derailed but remained upright, #608 was sideways with its nose perched over the edge, while #767 was on its side below.

\*\*\*

GE 5000, ex BCR M630 #705, has gone to GE's Erie plant for testing. The unit is the first Alco powered "Super 7" to be rebuilt, using a 2J1 series prime mover. Following testing, the engine is testined for Mexico as a demo unit. (WCRA News")

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A recap of RS-18s that have been rebuilt and reengined with Catapillar 3516 prime-movers: 609/611/617/623 and 627. Unit 611 was released on August 6. Units 608 and 610 were undergoing conversions during October.

\*\*\*

Of the SD40-2s, only engines 753 and 756 remain in the 2 tone green colors. (WCRA News)

\*\*\*

The following lash-up was seen on

December 15 by Andy Barber: 4014 on lead, 4613 next, 682 next, 4609 as remote. The engineer said he figured that he was hauling 10,000 tons (20 million pounds!) The M420Bs are alive and kicking!

\*\*\*

Good news for steam fans. Engine 3716 will be back in service next summer. A \$500,000 provincial government grant has allowed the major overhaul of the 79 year old ex CPR loco to proceed. The engine has operated as a standby engine for the "Royal Hudson" in years past. (WCRA News')

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## MUSEUM SCENE

Grant Ferguson (WCRA veep) wrote to tell us that during the restoration of GE 65 tonner #551, it was discovered that there were seven different shades of orange paint on the engine. It is common knowledge among the old timers at Squamish that whenever an engine was to be painted, it was done in "orange". And instead of a "standard" colour, "close enough" was the rule of the day as the cash poor PGE always bought from the low bidder. The WCRA is looking to locate a photo of #551 "as delivered". An examination of the original paint instructions (from General Electric, dated 24 May 1948), indicate that Egyptian Lacquer Mfg. Company orange #574 was used.

The handrails/grab irons/radiator shutters/platform/and all parts below the platform were to be black.

As for lettering: black monogram 28" high on each side of the operator's cab. Below the monogram, on the sub-base compartment doors, above the handles, black numbers "551" approximately 10" high. Center the number so that one "5" is on the left door and the other "5" is on the righthand door. The number "551" was to be painted on each end beside the headlight, approximately 4" high.

1992 Tour Dates Set:

May30-June7: Spring in the North Rail Tour