



# The CARIBOO

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## NEWS ITEMS

Compiled by Jim Moore

Passengers will be better served this summer thanks to a new automated ticket reservation system. the first phase of the system was implemented on June 1. It allows BCR passenger agents to generate Budd car tickets through computer terminals in the North Vancouver depot. ("The Coupler")

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BC Rail customers will now be able to track their cars anywhere in North America thanks to a software package developed by Burlington Northern. Now thousands of rail customers use it to get information on the location of their cars on any of fifteen railroads continent-wide. ("The Coupler")

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A huge scrap cemetery is filling up at Mile 511. Approximately 300 uneconomically repairable pieces of rolling stock are destined to be removed from the rails this summer. Instead of leaving this equipment to occupy three miles of valuable track space, the equipment is removed and salvageable parts are recovered. The operation began in early May, and within the first week 117 pieces of equipment were removed. ("The Coupler")

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The Royal Hudson made a test trip on May 5 after her annual overhaul, hauling a 1400 ton freight from North Vancouver to Squamish. Southbound, the Hudson returned with nine coaches that had been in winter storage in Squamish. She also made a charter trip on May 12. Her regular season began on May 31. (Paul J.C. Smith)

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A railfan and real estate developer from Florida, James Sheppard, has been negotiating with BC Rail and CN Rail with the idea of running a

first class passenger train from North Vancouver to Prince Rupert. Mr. Sheppard refused to give details of the proposal, saying that he does not want to disappoint the riding public should the deal not work out. Saying that negotiations were at a critical point, Sheppard commented that both Canadian and US investors are involved. (Vancouver Sun)

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A very interesting and informative photo essay on the BCR rail grinder operation appeared in the May/June issue of "The Coupler". The story appeared in the centerspread, thereby allowing for a generous amount of illustrative photos.

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There are persistent, though unsubstantiated, rumors the BC Rail has been ordered by the BC Provincial Government to work out a deal with CP Rail for the Esquimalt & Nanaimo Railway. This was a campaign promise of the NDP leadership during last October's election. Another scenario has CPR trading the E&N Division for BCR's Port Subdivision.

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BC Rail has approved the donation of four pieces of rolling stock to the WCRA collection: a 1900-series tank car, #990242 rules instruction car, and #003551 water tank car. (WCRA "News")

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There's been some question as to the identity of the loads carried in freight car BCOL #1 (See Karem's "BCR Freight Car Roster & Pictorial", pg. 7). One of our readers speculates that the mysterious cargo might be metering sheds for a gas pipeline project, probably in the Fort St. John area.

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According to the April 1992 issue of "Progressive Railroading", BCR ranks 14th on the list of 141 railways in North America that own over 150 cars. BCR has 10,134. CSX in Jacksonville, Florida tops the list

with 116,402. ("The Coupler")

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Eight thousand horse power is no match for mother nature. Apparently an abandoned beaver dam caused a flash flood at mile 284 on April 28. A sudden release of water from the breaking dam into the San Jose River washed out a culvert destroying about 300 feet of track.

A southbound train carrying pulp passed over the washout sending the lead two units (4608 and 4605) and four boxcars off the track. Engineman Lorne Muirhead said that only a moment after the grade gave away and the lead unit tipped to the right, almost 45 degrees, before the second unit pulled it back upright, as that unit fell on its left side.

A shoofly track was built around the derailment site so that traffic could proceed as close to normal as possible while rerailing efforts were in progress. ("The Coupler")

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WCRA has had to relocate from storage in Squamish several pieces of its collection. This due to BCR's plans to install a new rip track at its Squamish maintenance facility. The cars have been moved to the idle Canadian Oxy plant on the Squamish waterfront.

(WCRA "News")

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Last summer, the Cariboo Lumber Manufacturers' Association offered free woods and mill tours in the central interior of British Columbia (Quesnel to Boston Bar area). Tour itinerary and length varied. To find out if CLMA is sponsoring a similar program this year, contact them at (604) 392 7778.

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BC Rail Timetable 3 came into effect at the end of April. It's a new style with a colour photo on the front cover and contains job safety messages throughout. (Michael Blusson)

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Word has it that BCR management, and ultimately the provincial government, was looking at the possible purchase of the Southern British Columbia Railway (formerly BC Hydro Railway). Latest comment is that present day economics don't

allow for a favorable deal for such a purchase.

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## SPOTLIGHT:

### ROYAL HUDSONS IN BRASS!

It looks like a new issue of the Royal Hudson in full BC Rail livery is going to happen! Earlier this year, Van Hobbies (Vancouver BC) announced its intention to produce three versions of the Royal Hudson. The expected releases are as follow:

CPR H-1d Unpainted, rectangular prairie smoke stack. \$950Cdn

as above, painted \$1095Cdn

CPR H-1e Unpainted, rounded tender top sides, oil.

as above, painted \$1095Cdn

CPR H-1e BC Rail tour version, BC Provincial crest on nose and tender, words "British Columbia & Canada" and red maple leaves on loco front. Unpainted. \$1095Cdn

as above, painted \$1250Cdn

Subsequently, Pacific Fast Mail (Edmonds, WA) signed on to handle the US sales.

At presstime, here is where matters stand:

1. Van Hobbies: a) Still cannot firm up the approximate retail price, but pointed out that their original estimates were based on a 1.12Cdn+1.00US conversion rate. Rate is now about 1.18. Assuming

### THE TEAM

PUBLISHER:	JIM MOORE
EDITORS:	ANDY BARBER PAUL CROZIER-SMITH GREG M. KENNELLY
CONTRIBUTORS:	MICHAEL BLUSSON RON TUFF RICHARD YAREMKO

something around 1.16, buyers should expect a modest increase, probably around \$100. The final figure will depend on the conversion rate at the time of delivery.

b) Will confirm that the models were ordered mid June from Samhongs.

c) State that the BC Rail tour version will have a metal boiler-not painted-to simulate the stainless steel jacket. Cylinders and firebox sides to receive the same treatment.

Based on the earlier Tenshodo version that required a 24 inch radius, this model will also require at least that amount.

2. Pacific Fast Mail: a) Issued a dealer newsletter in April quoting these prices (painted versions only):

H-1d	CPR	\$974US
H-1e	CPR	\$945US
H-1e	BCR	\$1029

b) Stated "It is hoped that the boiler jacket, cylinders and firebox will be finished in nickel silver."

Is the radius 24 inches? Not positive.

How exact is the stainless steel boiler in appearance? Don't know! Van Hobbies reports that the metal being used is better than the six paint finishes they tried.

Is it too late to reserve? No, but you have to start talking nice to your dealer.

For modelers who may wish to order this locomotive, but want more details as to the cost, paint scheme, and other details; it is suggested that you contact Jeff Lemke, owner of BrassPlus. (POB 1307, Crystal Lake, IL 60039-1307. Phone (815) 477-2758).

Lemke is an authorized PFM dealer, and thoroughly familiar with custom painting of locomotives.

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## FOCUS:

### CARIBOU DAYLINERS BY RON TUFF

#### History

During the early 1950's, the Pacific Great Eastern's management realized that their fleet of worn passenger coaches and used interurban cars desperately needed to be rebuilt or replaced. Rather than acquire new conventional passenger coaches, a decision was made to purchase self propelled rail diesel cars from the Budd Company of Philadelphia. Christened "Caribou Dayliners", these light-weight, air-conditioned, stainless steel, twin diesel cars were designed to revitalize service, while reducing the operating costs compared to conventional passenger trains. The Pacific Great Eastern ordered several unique features such as the stainless steel fluting across the noses, Pathfinder ditch lights, Swanson five chime horns and propane galleys in place of the RPO/Baggage compartment on the RDC-3's.

Three RDC-1's BC-10 BC-11 BC-12 arrived in August 1956, followed by three RDC-3's BC-30, BC-31 & BC-32 in September 1956 and a fourth RDC-3 BC-33 in January 1957. These seven Budd cars began a tri-weekly service in January 1957 from North Vancouver to Prince George and return as train #1 northbound and #2 southbound. Four months later the service was expanded to a daily service. In September 1958 this service was extended to Chetwynd with a tri-weekly service to Fort St. John and Dawson Creek. Due to limited ridership, passenger service north of Prince George

was dropped in May 1962. Four years later, service was again reduced with a tri-weekly service from Lillooet to Prince George. The last attempt to reduce passenger service occurred in February 1981, when the provincial government limited service to one train a week north of Lillooet. This schedule change met severe opposition from communities along the right of way and was quickly restored three months later.

Tragedy struck the Pacific Great Eastern Budd car fleet on February 8 1960, when BC-32 struck a gasoline truck at a level crossing at Canim, just north of Lone Butte on the Lillooet Subdivision. The car was destroyed in the ensuing fire and was scrapped. A second fatal fire occurred on November 26 1973 when BC-31 struck a rock slide at mile 161.8, north of Lillooet. This car was scrapped in September 1974. A replacement RDC-3 was purchased from Amtrak in October 1976, former GN #2350. A rebuilding in 1976 modernized the RPO/Baggage section into a propane equipped galley such as BC-30 and BC-33.

With Expo '86 planned for Vancouver, the British Columbia Railway could envision increased tourist traffic. Three additional RDC-1's were purchased in December 1983 from the Southeastern Pennsylvannia Transit Authority (SEPTA) and were renumbered as BC-20, BC-21 and BC-22. These cars were ex Reading Railroad # 9155, 9156 and 9160 respectively. One car, BC-20, has since been rebuilt/renumbered to BC-14 in May 1990.

The final acquisition of cars was from VIA Rail in June 1990. This included two RDC-1's, ex VIA #6102 former CNR #6102 and VIA #6128 former CPR #9051. The third car, a RDC-2, was VIA #6211 former CPR #9112. These cars have been renumbered BC-15, BC-16 and BC-23. These cars will provide additional passenger service to supplement the extra trains being operated to the winter ski resorts of Whistler and 108 Mile House.

### Today's Operation

Today's schedule calls for train #1, with up to five cars, to leave North Vancouver at 07:30 on Sunday, Wednesday and Friday. This train arrives at Lillooet at 13:00 where two cars continue north to Prince George as train #1 while the remaining cars return southbound later as train #2 at 15:30. Train #2 also substitutes as a school bus for students living at Shalath or Seton Portage, arriving at North Vancouver at 20:35.

On Monday, Thursday and Saturday the three car northbound #1 meets the two car southbound #2 at Lillooet at 15:00 and all five cars return home as train #2 at 15:30. On Tuesdays, a three car #1 travels to Lillooet and returns at 15:30 the same day as #2 without making a southbound #2 connection.

**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.

During the summer tourist season, daily trips are made from North Vancouver to Prince George. With this 462 mile run, BC Rail can boast the longest rail diesel car operation through mountainous scenery in the world.

### Creating a Caribou Dayliner

A Caribou Dayliner can be created in H.O. scale using the Athearn RDC-1 or RDC-3. There are two major shortcomings however, which you should be aware of before beginning this project.

A prototype RDC-1 or RDC-3 is 85' long over the coupler faces. The Athearn model is approximately 11' short, resulting in the loss of a passenger window on each side of the radiator roof blister of a RDC-1. A major kit-bashing would be required, using a spare body and frame to correct this discrepancy. This article will overlook this shortcoming.

Secondly, the model was engineered many years ago and has not been readily available in hobby shops during the later 1980's. Athearn has recently issued it again, however the models retain the "rubber band" drive. This is a jerky, start/stop mechanism.

### The Underframe

If you wish to upgrade the drive, a PDT 7062-4 underframe power truck from North West Short Line can be substituted. This is the closest product available with an 8'-6" wheelbase and 36" diameter wheels. A single power truck, with electrical pick up from the other truck and additional weight in the frame, should be able to pull a two car train through most layouts. In addition, an under floor truck will provide room to add interior detail. If you are considering this conversion, do it before adding any of the delicate details or the couplers as numerous adjustments may be required. Directions for installation are included in the NWSL packaging.

While you have your heavy modelling tools out, remove any casting flash on the underframe. Kadee recommends a #5 coupler for the kit's extension coupler pockets. Clean the flash off the coupler pocket and knuckle shank before adding graphite lubrication. If you do not intend to uncouple these cars frequently, cut the Kadee "gladhands" off to allow easier installation of the body shell after the pilot has been modified.

No commercial parts are available for the two baggage door ladders required for a RDC-3. The smaller door requires a full width two step ladder, while the large baggage door requires a narrow two step ladder mounted beneath the "A" end of the door. Secure these details to the cast underframe in a position relative to the door locations.

### Adding Details

Ignoring the shortcoming of the body length, the shell detail is a good representation of the prototype. As with any detailing project, it is important to refer to photographs of the

prototype your building. Details change as the equipment ages, so be sure your photos depict the era your modelling. Depending on how detailed you want your model to be, some of the following steps can be omitted. Start by examining the body shell and removing any casting flash.

Pacific Great Eastern RDC's were the only Canadian cars delivered with stainless steel fluting on the nose, similar to the Athearn models. Some of the cars have had this material removed from the "B" end to replace damaged fluting on the front nose. This can be done by sanding the area with progressively finer papers. Again, refer to prototype photos of your car. If your modelling a RDC-3, also remove the panel between the baggage doors which was intended to indicate mail service.

A casting sprue is visible in the small rectangular grill at the center of the radiator roof blister. Clean up this imperfection in the shell before drilling a 1/16" hole on each side of the old casting sprue. Add a scale 6" length of 1/16" brass tubing which has had the inside diameter enlarged with a needle file, to represent the twin exhaust stacks.

Carefully remove the cast on grab irons each side of the vestibule and baggage doors. Replace these with Detail Associates #6602 roof grab irons (the passenger vestibule grab irons marketed by Details Associates are too long). On the RDC-3, only one grab iron is required at the "A" end adjacent to the large baggage door. Add a Detail Associates #6210 freight car grab iron on the inside of each side of the nose door frame, parallel to the small window. Remove the four cast pilot grab irons with Detail Associates #2202 formed wire grab irons. Some of the cars have side/roof grab irons which can be added using Detail Associates #6603 roof ladder grab irons and #6602 roof grab irons. Check your photos as this detail is not consistent.

Drill a .0135 hole adjacent to the uncoupling lever bracket to the left of each pilot. Install a short section of a leftover grab iron, formed to the correct handle shape, to represent the lever.

The pilot requires a piece of .015 styrene across the opening below the coupler. The shape of this plate varies from car to car and has been removed from others. If your car requires this detail, sand off the small cast plate on each side of the opening and add a small rivet dimple in each corner of the new plate before gluing it on the shell.

Plug and body putty the holes on the nose roof intended for the air horns. P.G.E. RDC's carried Swanson five chime airhorns in this location. This part is available from Overland Models as brass casting #9002 or it can be assembled from a Detail Associates #1603 Nathan P3/5 air horn. The correct positioning for the notes, which all face forward, is looking down there are two on the bottom and three above. In descending order size, the largest is in the center bottom, followed by bottom left, bottom right, top left and top right. Mount a horn at each end of the car, leaving enough space to install a

Sinclair radio antenna, Detail Associates #1803, in front of the horn on the "A" end only.

Headlights can be simulated in the casing above the nose by drilling two shallow countersunk #50 holes to accommodate the conical shape of 7" clear jewels (to be added after painting). An alternative approach would be to drill through these holes and add fibre optic lighting.

Pathfinder headlights were added by the P.G.E. after delivery, to illuminate sharp curves. These lights are mounted on the each side of the roof above the nose. Miniatures by Eric produces a pair of SD-40-2 ditch lights, #L-9. The half shade must be filed away from across the top of each casting. These lights have been removed during recent rebuilds in favour of recessed pilot mounted dual Pyle headlights aimed for cornering.

A portable headlight was also attached to the nose door on the leading end of the train and could be moved to another car as required. A commercial part is not available for this light, however Precision Scale Models does produce a brass casting #31004 for an interurban. If you mount the headlight on the leading end, at least install a semi-circular .013 wire in the other nose door to simulate the mounting bracket. Study your photos, if your building an older car.

Wind deflectors from Detail Associates #2304 can be installed adjacent to each vestibule door. Wind shield wipers are mounted above each nose window. Miniatures by Eric produces these as part #W-6, but they are also available from several sources.

#### Interior Detailing

Coach seats, manufactured by Pike Stuff #4101, will provide some of the interior detail if you have mounted an under floor power truck in the car. Install them to face the leading end of the car as they are not reversible. Window shades made of light cardstock can be glued to the inside of the body shell at each passenger window to create a "lived in" look. With some partially opened and others closed, their presence will hide the Athearn motor if necessary.

#### Painting

The paint scheme for these cars has varied a great deal over the past 35 years. The following is a direct quote with permission, from Don Lewis' "Rail Canada Volume 5". For those who have not purchased this book, I would strongly recommend it for painting and detailing of P.G.E./B.C.R./BC Rail equipment.

"Pacific Great Eastern Railway's first RDC paint scheme had orange on both ends, below the green stripes, end panel above the green stripes was not painted. Letterboard was green with railway name in orange. Stainless steel panels on rear of units are often missing as they are used to replace damaged front end panels. When this occurs all the area below the green stripe is painted orange".

"The second paint scheme to be used on the P.G.E. RDC's was essentially the same with the addition of the map herald. This scheme remained in use with minor variations in the map herald until the introduction of the Dogwood herald".

"The next colour scheme came when the railway underwent a name change on April 1, 1972 and became the British Columbia Railway. A two tone green paint scheme was adopted and the application to the RDC cars was as follows. Cab ends and the cab sides to the rear of the cab door were divided into two panels by a 2" wide horizontal stripe, dark green below and light green above the stripe. The B.C.R. Dogwood logo was applied to the end doors, on each side to the rear of center a dark green panel was applied that had the dogwood symbol and the words British Columbia Railway in white Microgramma Bold lettering. Underframe was painted dark green".

"The second generation green paint scheme came into being with the rebuild of BC-33 at the Montreal plant of Canadian Vickers. The light green paint is gone, the ends, letterboard and a portion of the sides behind the cab end door above the stainless steel fluting is painted dark green with a white border. The ends have 12" wide white reflective stripes, pilots and sidesills are painted yellow as are the baggage steps. Dogwood logo on ends and sides are 20" diameter, and letterboard name 7" Microgramma Bold extended".

"The final green paint scheme came into being in late July or early August, 1986. The 9" high BC Rail logogram in white was applied to each end of the dark green letterboard. Side number boards painted dark green with 6" high reflective letters and numbers. Pilots, skirting and end handholds painted yellow, step treads and sidesill unpainted. RDC-3's have baggage steps yellow. Screens in radiator section also trucks and underframe painted dark green. End diagonal stripes 8" wide reflective at 45 degrees on 8" spacing, not applied to inner faces of collision posts, 2" wide horizontal stripe reflective. During 1987 units carried the red and blue diamond shaped 75th Anniversary symbol on the sides at each end".

"The Red White & Blue paint scheme as applied to the RDC cars was more a blue and white scheme, red only appears in the center of the two horizontal stripes and in the BC portion of the logogram. The railway drawings call for end pilots, skirting and handrails to be painted aluminum, step treads and sidesills unpainted. Numberboards on each side are painted blue with 6" reflective white letters and numbers. Trucks and underframe painted black, check photos for the extent of this. The horizontal white stripe is 1 3/8" wide with a 7/16" red center, 8" diagonal end stripes are not applied to inner face of door posts. Blue panels extend 7 3/4" in from doors at both ends. Baggage steps on RDC-3 units painted yellow. Bugboard numbers 4" white on black".

## Parts List

Required	Manufacturer	Part
1	NWSL	PDT #7062-4 underfloor power truck
8 (RDC-1)	Details Assoc.	#6602 passenger roof grab irons
14 (RDC-3)	Details Assoc.	#6602 passenger roof grab irons
4	Details Assoc.	#6210 freight car grab irons
4	Details Assoc.	#2202 formed wire grab irons
2	Overland Brass	#9002 airhorn, 5-chime BCR
2	Details Assoc.	#1602 Nathan P-3/5 airhorn
1	Details Assoc.	#1803 Sinclair radio antenna
4	Min. by Eric	#L-9 SD-40-2 ditch lights
4	Details Assoc.	#2304 wind deflectors
4	Min. by Eric	#W-6 windshield wipers
	Pikestuff	#1401 coach seats

## References

Rail Canada Volume 5 by Donald C. Lewis  
Published by LPD Publishing, Vancouver British Columbia.

The Pacific Great Eastern Railway (vol 1) by Timothy J. Horton  
The British Columbia Railway (volume 1) by Timothy J. Horton  
Published by B.R.M.N.A., Calgary Alberta.

CTC Board Magazine (January 1985) article by Dale Sanders  
Hyrail Publications, Oroville California.

Extra 2200 South (Issue 92) article by the staff  
Published by Extra 2200 South, Garibaldi Highlands, B.C.

The Budd RDC in Canada by Raymond F. Corley  
Published by the Upper Canada Railway Society, Toronto Ontario.

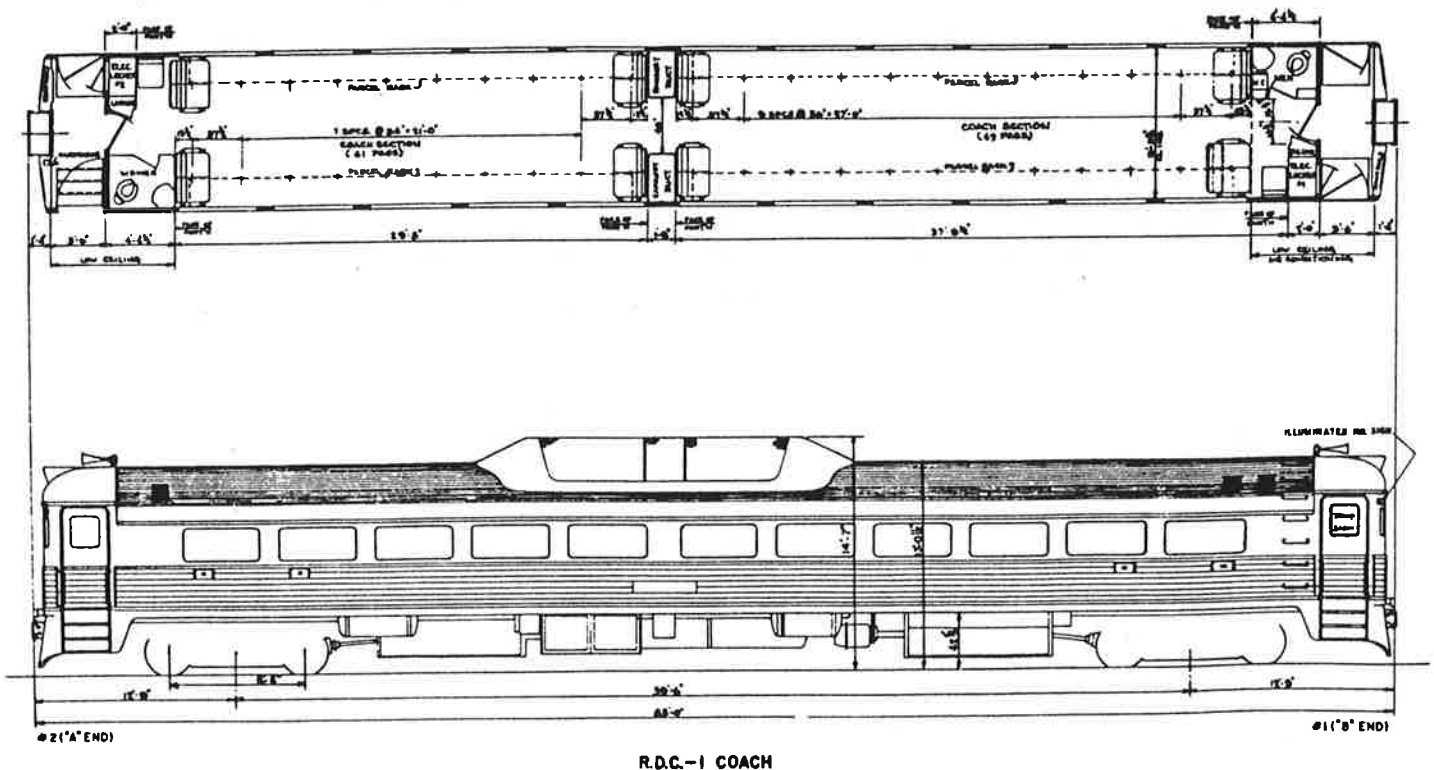
## PGE-BCR BUDD CAR FLEET

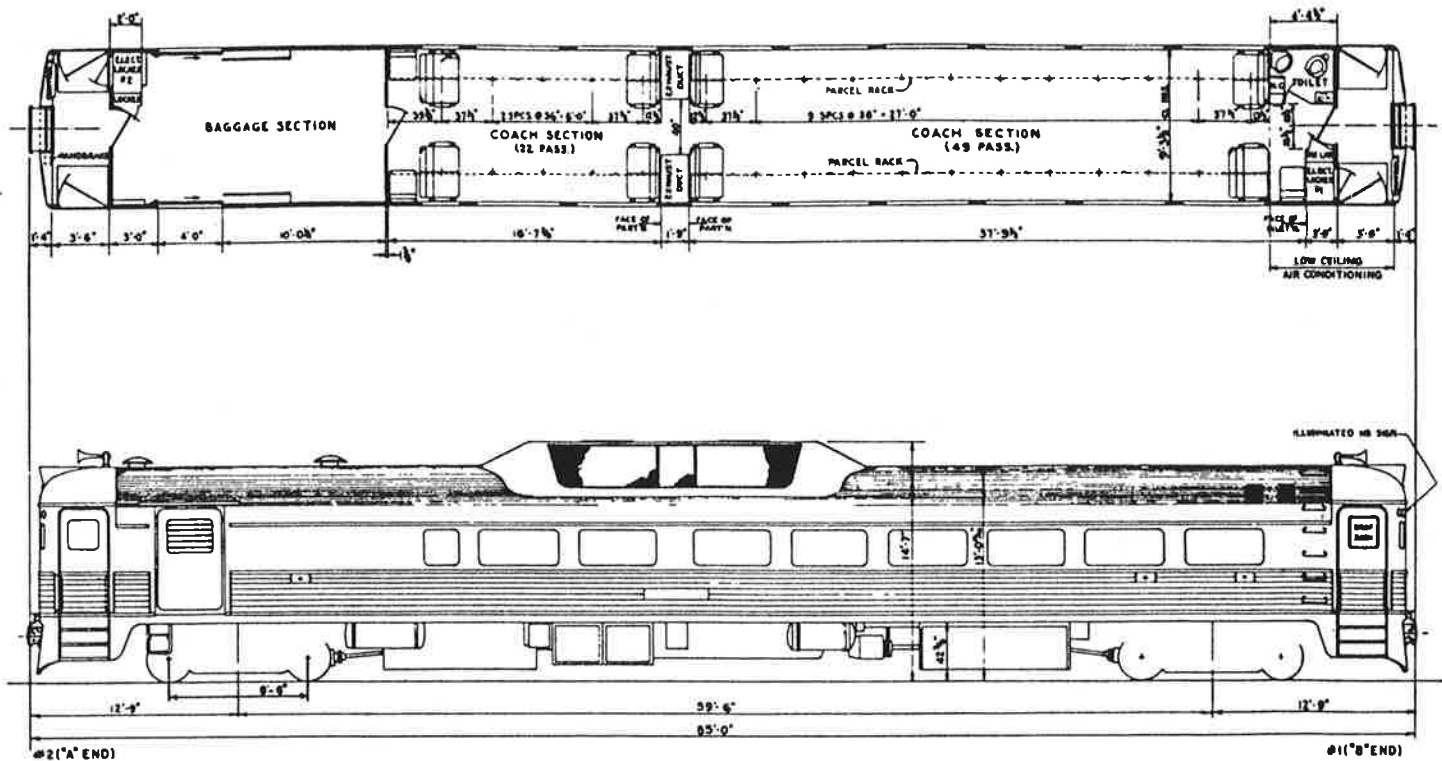
ROAD NBR	MODEL	SERIAL #	MFGR DATE	IN SVC DATE	SEATING	NOTES
BC-10	RDC-1	6319	08/56	08/21/56	80	1
BC-11	RDC-1	6320	08/56	08/18/56	80	1
BC-12	RDC-1	6321	08/56	08/22/56	80	1
BC-14	RDC-1	7003	11/62	12/83	80	2
BC-15	RDC-1	6618	02/57	'90	80	3
BC-16	RDC-1	5817	05/53		80	4
BC-20	RDC-1					5
BC-21	RDC-1	7004	11/62	12/83	80	6
BC-22	RDC-1	7008	12/62	12/83	80	7
6211	RDC-2	6607	02/57		48	8
BC-30	RDC-3	6508	09/56	09/12/56	48	1
BC-31	RDC-3	6509	09/56	09/18/56	48	1,9
BC-31(2)	RDC-3	6302	07/56	10/76	48	10
BC-32	RDC-3	6510	09/56	10/56	48	1,11
BC-33	RDC-3	6601	12/56	01/57	48	1

**NOTES:**

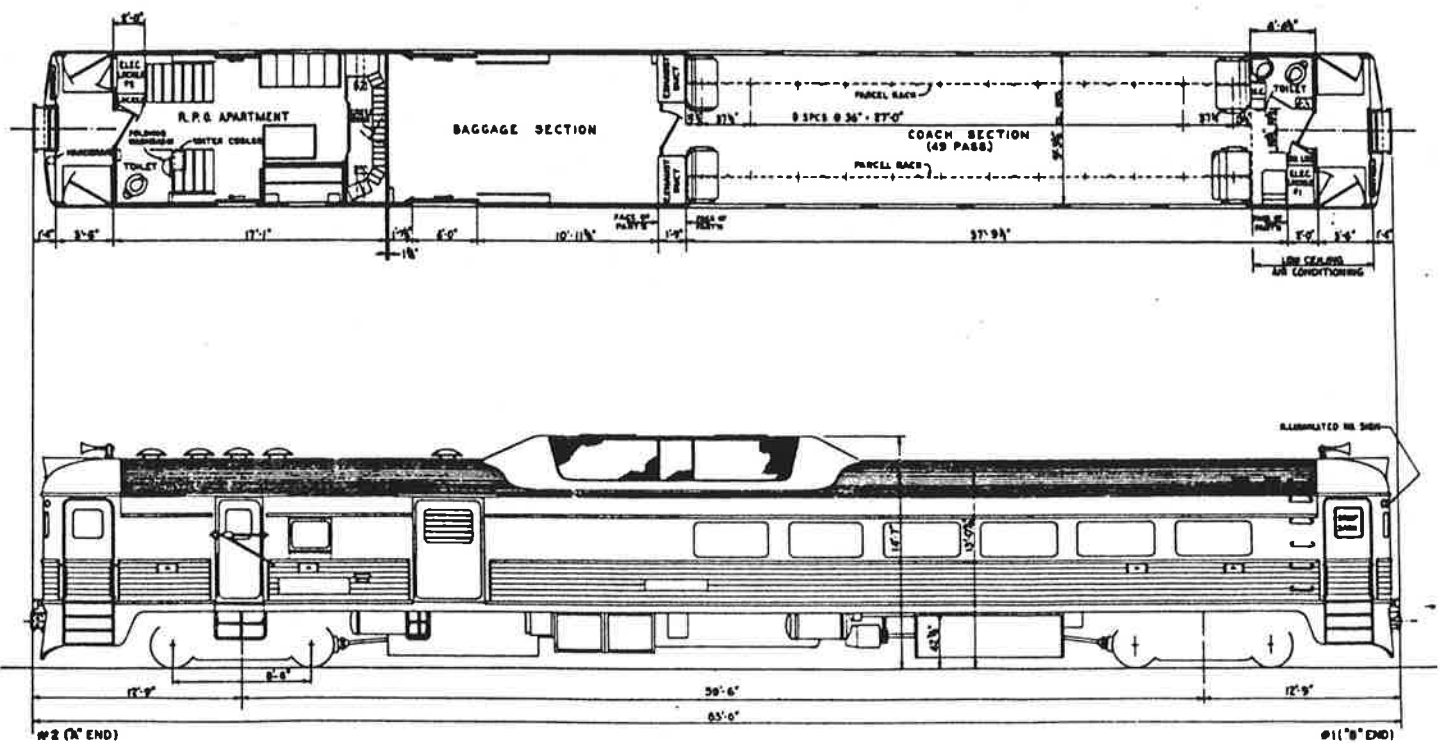
1. Purchased new.
2. Ex BC-20, SEPTA 9155, Reading 9155.
3. Ex VIA Rail 6102, CN 6102, CN D-102.
4. See BC-14.
5. Ex SEPTA 9156, Reading 9156.
6. Ex SEPTA 9160, Reading 9160.
7. Ex VIA Rail 6128, VIA 9051, CP 9051.
7. Ex VIA Rail 6128, VIA 9051, CP 9051. To be rebuilt.
8. To be rebuilt as either BC-20 (2) or BC-23. Presently in storage.
9. Struck a rockslide on Nov 26, 1973 @ mile 161.8, north of Lillooet.  
Unit destroyed by fire. Retired December 1973. Scrapped, September 1974.
10. Ex Amtrak 43, BN 2350, GN 2350. Extensively refurbished in 1976.  
RPO section removed, and propane galley installed to match BC 30 and 33.
11. Wrecked Feb 8, 1960 @ Canim in a level crossing accident with a gasoline truck. Unit destroyed by fire. Retired February 1960. Scrapped.

Additionally, BC Rail purchased 3 RDC-3s from Amtrak (ex Northern Pacific). The cars arrived in North Vancouver (via barge) on January 15, 1976. The plan was to take the four cars and make two serviceable RDCs. However, only serial number 6302 was placed into service. The other three cars (ex B-40/42) were stripped of parts and the shells sold to VIA Rail, which used them to rebuild its heavily damaged cars.





R.D.C.-2 Baggage Coach



R.D.C.-3 R.P.Q Baggage Coach

## MOTIVE POWER NOTES

EDITED BY PAUL J.C. SMITH

C&NW SD40-2 #6816 showed up on a southbound freight in North Vancouver on May 7 behind BCR #4603. C&NW SD40-2s 6816, 6858, and 6854 were supplied to BCR for approximately three weeks in exchange for BCR GE Dash 8-40CMs 4607 and 4617. C&NW was evaluating the Locotrol II units on their coal service.

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The Caterpillar rebuilds continue to be produced with RS-18 #608 being released in December, #610 in March, and #614 in April. The next two units due out later this year are #607 and #624.

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Ex-VIA Rail Budd cars BC-15 and BC-23 continue in service and will be up-graded as required. BC-16 is still in storage, with no plans for its refurbishment in the near future.

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The three remaining C-425s continue to operate. They are listed for sale, if a major failure does not catch up with them first (and thus scrapping). So get your pictures while you can.

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SD40-2 #748 has been shopped and upgraded to lead unit standards with bell above cab windows, light on the nose, and two sets of ditch lights, plus a winged plow.  
(Michael Blusson)

YARD WATCH      Michael Blusson

On Friday, May 15, I was scouting around BCR's North Vancouver shops before heading up line for some photography. Idling with two Dash 8's was C&NW SD40-2 #6864. Later, on May 16 I noted another C&NW SD40-2 (#6816) on a southbound freight. And on May 22, again at the North Van shops, I sighted a third C&NW SD40-2 (#6568). These are the three units on short term lease. (For more details see "Motive Power Notes".)

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Sketchy reports say a washout near Canim (mileage 252.7) derailed leading units 4608 and 4605. Engine 4608 apparently suffered extensive damage as it was gutted by fire. On May 15 I was at Squamish shops where I noted 4605 in the major rebuilding shop, with all its right side exterior carbody removed. As for 4608, I wonder if it will be sent to GE to help offset the replacement cost. (A similar "trade-in" was affected shortly after the SD40-2's arrived.) BCR might even decide to tack on an extra unit to its order of four additional Dash 8's.

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I would like to correct something which appeared in the "Motive Power Notes" of our last edition. An item stating that GF6C #6007 was in Squamish shops because of a sideswipe incident was incorrect. What occurred was a derailment in which the crew of a coal train came across a "minor" snow slide, one which they felt could have easily been plowed out of the way. However, this particular snow bank just so happened to cover a rock slide. The lead units hit and rolled over on their sides producing what looked like sideswipe damage.

Andy Wegmuller and I were at the shops on March 10 when one of the units (#6005) involved in the derailment was being stripped down for repair work. Both the unit's right side, and front pilot area were heavily damaged. The other diesel involved (#6007) was nowhere to be seen that day. When 6005 emerges from the paint shop, it will become the first electric to appear with the new title style and three colour scheme.

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On March 10, at the Squamish shops, CRS-20 #610 was getting a final run down while last minute touches to the cab were being made before its final out-shopping from the rebuild program. RS-18s #614 and #607 were in the process of being "Cat" converted. On May 15 #607 and #624 were undergoing rebuild. Either #614 was in the paint or else it had been out-shopped and was out working somewhere along the line.

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The last VIA Rail Budd car that is to become BC-16 is still sitting outside the light maintenance building at Squamish. The RDC-1 #6128 is labelled BCRX on the side number board. Over the winter there have usually been 3 or 4 Budd cars sitting around the North Van shops. So unless there is a dramatic surge in summer ridership, it will be sometime before BC-16 enters service

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The 52' bulkhead flat that was cut up for the 60' stake car program is finished for round one. The "combination" boxcar rebuilding program is in full swing with some cars now receiving new doors and inside linings. (new BCOL 800XX series, 100 ton). Each car sports a horizontal yellow strip across the doors. Can someone confirm if this feature is similar in meaning to the former program of light green doors on a dark green body?

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The final run of the Friday night ski train for the season was on March 27: Passenger Extra BC-11, consisting of RDC-1s BC-11 and BC-21. The train departed right on time at 1900 hours. Does anyone have access to ridership tallies for this special program? In past years the ski trains have done well, but not enough to warrant continued service year after year. Even during the winter of 1985/86 with three trains daily to Whistler and return, they could not attract the ridership necessary to sustain running them.

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On March 14, Extra 4605 South arrived in North Vancouver at 1000 with lots of power. On the head end were units 4605, 4609, RCL 741, and 748. Mid train units were 4613, 4608, and 747. Caboose 1866 in two-tone green brought up the rear. North Van was power short, so an extra set of units was brought south.

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Recent line upgrading includes tie replacement, bank widening, and ditch excavation in Cheakamus Canyon. On May 15, the section crews were out in full force. Just south of Swift (mileage 55.1), Work Extra 6047 was unloading ties. This

short train consisted of rail crane 6047, one 50' flatcar, and work train caboose 1804.

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#### CAR SHOP

Michael Blusson writes with a further comment on rolling stock that still carry PGE markings. He has come across the following during the course of his travels:

40' boxcar (brown) PGE 4182  
seen March 23, 1991

50' single door boxcars PGE 8024  
and 8026 (labelled "Insulated Heated")

52' gondolas	PGE 9115	May 26, 91
	PGE 9135	Mar 23, 91
	PGE 9201	Feb 21, 92
(still w/ large block lettering)	PGE 9208	Mar 23, 91
	PGE 9319	Mar 23, 91
	PGE 9322	May 14, 92
(still w/ PGE map herald)	PGE 9217	Mar 10, 92
	PGE 9209	May 14, 92
(still w/ large block lettering)		

Most, if not all, of the above gondolas are in work train service or in the rail laying program.

Mike would like to develop a complete roster of cars in work train service. Rolling stock such as boarding cars and 50' flats converted for hauling construction equipment are not listed in the current "Canadian Trackside" guide. The BCR annual report lists about 400 cars in work train service. Let's try to document these cars if we can.

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More covered bulkhead flats are out since the original BCOL 152000 was released. #60001 and #60003 have been sighted. Each carries clearance plate F markings. (Michael Blusson)

\*\*\*

New centerbeam flats nearly identical to the kits that BCR put together two years ago have arrived. BCOL 730342 and 730225 (both new 4-92) and 730205 have been seen. Can anyone provide a series number for these new kit cars? How about same

for the 52' bulkhead flats that recently had two sets of stakes added for pole carrying service?

BCOL 11028 is one such car.  
(Michael Blusson)

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An engineering study was underway this spring to determine if BCR tracks can accommodate Combustion Engineering's giant 36 axle Schnabel car CEBX 800 series from the Dawson Creek interchange to Pinesul in the Chetwynd subdivision, a distance of 78 miles. The car's gross weight is 400,000 lbs. and the commodity, a large vessel, weighs 800,000 lbs. if approved, this would be the first time ever that a shipment of this magnitude has been handled by BCR. ("The Coupler")

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REVIEW: Brass Newsletter  
Andy Barber

BRASS IMPORT NEWS is a newsletter put out by a relatively new brass supply house named BrassPlus. Its founder, Jeff Lemke, is a seasoned veteran of the model railroading game.

The April/early May issue (Number 10) of "Brass Import News" carries the announcement of Overland Models' 1992 release of PGE and BCR wide-vision cabooses. Mr. Lemke's personal review addresses wide-vision cabooses in general, and his overview is good. He recommends early reservation for the PGE/BCR

cabooses as he predicts the releases will be "hot projects".

The entire newsletter has a professional touch about it. The tone of Lemke's writing is breezy, factual, and loaded with news from the world of brass.

All of my business dealings with BrassPlus have been totally satisfactory, and Mr. Lemke means what he says about being available by phone to answer questions.

Subscriptions to the newsletter are \$24US for the USA, \$36US for Canada (includes airmail delivery), and \$60US for overseas (also airmail). This gets you a minimum of ten issues per year.

Sample or single issues copy is \$3US for North America, and \$5US overseas.

Jeff Lemke requires \$10US for advance reservation deposit on a brass car, \$25US for a locomotive. If you're modeling S, O and larger scale, it's a flat \$50US per item.

Lemke's mark-up is dealer NET plus 12.5%, and UPS delivery anywhere in the continental USA. For Canadian and overseas customers, call to confirm rates and delivery method.

BrassPlus and BRASS IMPORT NEWS can be contacted at POB 1307, Crystal Lake, IL 60039-1307. Telephone (815) 477-2758. Hours are Monday and Thursday: 9A-9P. Tuesday, Wednesday, Friday: 9A-5P.

## RESEARCH RESOURCES

### CANADIAN TOPOGRAPHIC MAPS BY RON TUFF

In the Editor's Notebook of the April 1990 issue of "Railroad Model Craftsman", David Frost wrote the directions necessary to purchase colour topographical maps from the Canada Map Office. This is a branch of the Department of Energy, Mines and Resources for the Government of Canada at 615 Booth Street, Ottawa Ontario K1A 0E9.

They will send, free of charge, index sheets for eastern, western (covers all BC Rail) or northern Canada. Maps are available in scales of 1:250,000 (4 miles = 1 inch), 1:50,000 (0.8 miles = 1 inch) or urban maps of 1:25,000 (0.4 miles = 1 inch).

These maps (1:50,000) identify the right of way although they are not detailed enough to include trackplans at yards, all hiways; bodies of water, major structures including the type of industry and of course contour lines indicating elevations.

I ordered several for the Squamish Subdivision of the British Columbia Railway in 1:50,000 scale.

92 G 11 Squamish  
92 J 07 Pemberton  
92 J 09 Shalath  
92 I 12 Lillooet

The cost in 1991 was \$7.05 plus 7% Goods and Services Tax plus \$2 for handling by surface mail in a plastic tube. All in Canadian Funds. This amounted to \$37.74.

Although I am not sorry I sent away for the maps, I must caution you that at 1:50,000 scale the detail is marginal at best. Perhaps a street map obtained from the Chamber of Commerce of the local communities along the right of way would provide as much information in a much larger scale.

In the May 1990 Editor's Notebook column, David Frost continued with directions for purchasing aerial photos from the Canadian Government via the National Airphoto Library, 604 Booth Street, Ottawa Ontario, K1A 0E8. Since a wide variety of photos exist, a detailed description of the area in question is a must. David also suggests Map and Air Photo Sales, 533 Superior, Victoria British Columbia as an alternate source. Since I have not tried either of these sources for aerial photographs, I can't recommend either them.

Before following up any of these suggestions for prototype information, write the address listed above and explain what your looking for. It may save both of you a lot of time searching.

## PGE-BCR HISTORICAL MOTIVE POWER REGISTRY

Paul J. Crozier Smith

ROAD #	BUILDER	DATE	MODEL	SERIAL #	NOTES
1	Manning Wardle	1874	0-4-0ST	647	ex Ladysmith Lumber ex Western Fuel 3 ex New Vancouver Coal Mining & Land 3 ex Vancouver Coal Mining & Land 3 scrapped 1919
1 (2)	Vulcan		0-4-0ST		ex Foley, Welch & Smith construction engine disposition unknown
2	BLW	1910	2-6-2T	34270	sold to Comox Logging & Lumber in 1920 returned to PGE in 1965 for display
3	Davenport	1914	0-6-0	1477	scrapped in 1949 boiler used in Lillooet roundhouse
4	BLW	1908	2-6-2	33021	ex Warren Spruce 13 ex Ocean Shore 9 retired/scrapped in 1952
5	BLW	1908	2-6-2	33022	ex Warren Spruce 14 ex Ocean Shore 10 retired/scrapped in 1952

ROAD #	BUILDER	DATE	MODEL	SERIAL #	NOTES
51	MLW	1913	2-8-0	53709	retired/scrapped in 1953
52	MLW	1913	2-8-0	53976	retired/scrapped in 1953
53	CLC	1914	2-8-0	1242	lost in Seton Lake 23 Jan 50
54	CLC	1914	2-8-0	1243	retired/scrapped in 1954
55	CLC	1914	2-8-0	1246	retired/scrapped in 1953
56	CLC	1914	2-8-0	1247	lost in Anderson Lake 8 Aug 44
57	CLC	1920	2-8-2	1630	retired/scrapped in 1953
58	CLC	1920	2-8-2	1631	retired/scrapped in 1955
59	CLC	1920	2-8-2	1632	retired/scrapped in 1954
160	CLC	1945	2-8-2	2286	retired in 1956 held for preservation until 1961, then scrapped
161	CLC	1945	2-8-2	2287	destroyed 23 Sept 51 @ Quesnel boiler explosion
162	CLC	1947	2-8-2	2408	retired/scrapped in 1956
163	CLC	1947	2-8-2	2409	retired/scrapped in 1956
401	MLW	6/51	RSC-3m	76107	ex BCR 564 rebuilt to slug /81
402	MLW	8/53	RS-3m	79123	ex BCR 571 rebuilt to slug /83
403	MLW	5/55	RS-3m	81205	ex BCR 577 rebuilt to slug 12/83
404	MLW	5/53	RS-3m	80478	ex Lk Superior & Ishpeming #1606 leased 6/71, purchased 2/72 ex BCR 560 rebuilt to slug 6/84
405	MLW	9/50	RS-3m	78302	ex LS&I #1605 leased 6/71, purchased 2/72 ex BCR 559 rebuilt to slug 8/84
406	MLW	6/52	RSC-3m	77698	ex BCR 567 rebuilt to slug 3/85
407	MLW	6/51	RSC-3m	76109	ex BCR 566 rebuilt to slug /86
408	MLW	12/54	RS-3m	81072	ex BCR 573 rebuilt to slug /86
409	MLW	6/51	RSC-3m	76108	ex BCR 565 rebuilt to slug /87
410	MLW	5/51	RSC-3m	76105	ex BCR 562 rebuilt to slug /87
501	MLW	1/59	S-13	82548	ex BCR 1001 retired /89 sold to Grtr Winnipeg Water Dist as #501
502	MLW	1/59	S-13	82549	ex BCR 1002 sold as Vancouver Wharves #827, January 1990
503	MLW	1/59	S-13	82550	ex BCR 1003 retired /89 sold to Grtr Winnipeg Water Dist as #503