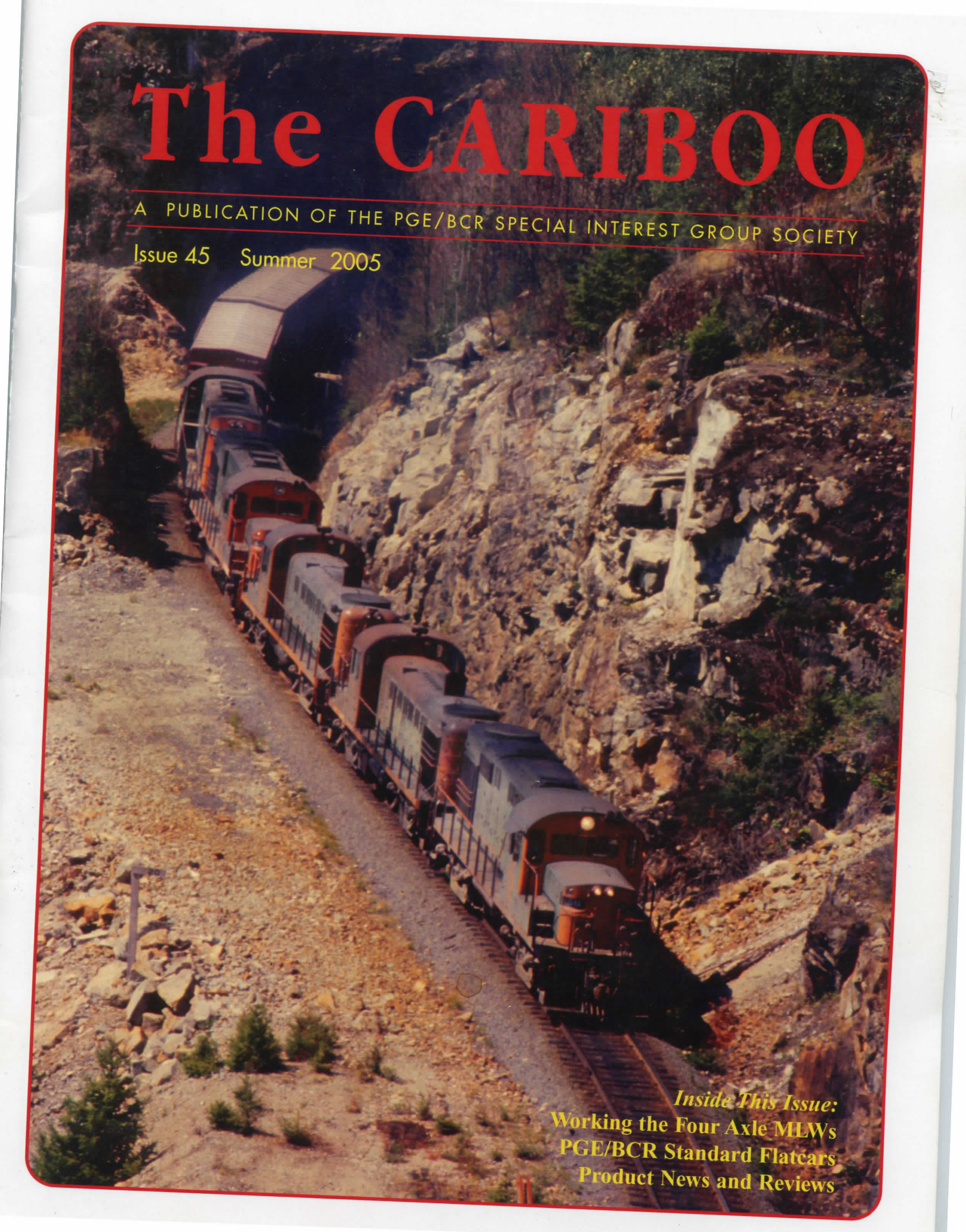


The CARIBOO

A PUBLICATION OF THE PGE/BCR SPECIAL INTEREST GROUP SOCIETY

Issue 45 Summer 2005



Inside This Issue:
Working the Four Axle MLW's
PGE/BCR Standard Flatcars
Product News and Reviews

Table of Contents

Feature Articles

- 4 Working The Four Axle MLW's
Brad Dunlop
- 14 PGE/BCR Standard Flat Cars
Timothy J. Horton

Departments

- 2 In the News *Paul J Crozier-Smith*
- 19 Products of Interest *Timothy Horton*
- 21 Product Reviews *Paul Crozier-Smith*
- 19 Motive Power News *Paul Crozier-Smith*

Cover Photo

A consist of five four axle MLWs led by RS-18 No. 611 powers a southbound freight train through Porteau on August 16, 1969. Another view of this train appears on the rear cover.

Photograph by Ray Warren

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President's Message

There are two things which I must mention for this issue. It is unfortunate, but we could not get enough people together to make the convention a go last year. We will have to look at it in the future.

The second is that the cost of producing the *Cariboo* and mailing it out has gone up. What else is new in these days of ever increasing costs. With that, the directors looked at the subscription rates and subsequently increased them, but to ease the shock they decided to make the subscription for three issues instead of four. Please note the new rates on the inside of the front cover.

I congratulate Dave Barone, Tim Horton and Trevor Mills on getting out three issues last year. As usual they need material to keep the *Cariboo* alive so please lets put pen to paper. If any of you are not comfortable with writing an article please feel free to contact me and I will give you pointers and any help I can.

Paul 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 now be sent to Tim Horton, 1201-2016 Fullerton Ave, North Vancouver, BC Canada, V7P 3E6. Files can also be sent electronically to editor@pge-bcr-sig.bc.ca.

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IN THE NEWS

By Paul J. Crozier Smith

Trains will again ply the Tumbler subdivision. At first the coal trains will run once a week, operating similarly to the last days of the previous Tumbler Subdivision operation with approximately a 100 empties north on day one. The train loads and is pulled out over the next two days in two parts to Table siding, then combined for the run to Prince George and then west to Prince Rupert. Load out will likely be the Teck loadout at Mile 69. Pacesetter equipped locomotives are being rounded up for the loading process at Teck. There are no plans at present to put in the track removed between mile 70 and Mile 83 (Quintette). There is also a mega deposit of coal off the wye at Tumbler siding. A manual loadout may be planned for this location. The first run of empties to run in to Tumbler ran on December 5th.

The Federal Government has pledged \$210,000.00 to help in the repairs of the Royal Hudson and associated cars.

The line was blocked on December 12, 2004 at Mile 148 for a day after a slide.

CN is making good on its plan to operate only one freight train per day between North Vancouver and Prince George. CN has announced that it will require only 61 of the present 113 locomotive engineers, and 111 of the present 300 conductors and yard service employees following the implementation of the "one train" operating plan. A number of separation opportunities (i.e. buy outs) have been offered to laid off former BCR employees. Thus, effective 0001 January 14, 2005 the new job bulletins for the running trades took effect. Crews arriving at their away from home terminal on the old schedules were deadheaded home after their rest expires. The new arrangement of crews leaving North Vancouver and Lillooet, Lillooet and Williams Lake, Williams Lake and Prince George, will meet half way and swapping trains; and leaving for their home terminal.

Some very exciting news: the West Coast Railway Association has appointed J.S. (Singh) Biln, P. Eng., long time employee with the British Columbia Railway / BC Rail, and most recently CN's Manager Corporate Affairs in North Vancouver, now retired, to take on the task of Manager of Major Projects for the WCRA. In this role, Singh will report to the WCRA's Board of Directors through the Executive Director, and be responsible for the leadership of two or three major projects as determined by the board each year. He will be based at the West Coast Railway Heritage Park in Squamish, and will also be a member of the WCRA's leadership team (Operating Committee). Three major projects for 2005 are identified: (1.) Royal Hudson 2860 Singh will be the project manager, working with steam advisor Doyle McCormack and leading staff working on the boiler and other repairs to make the locomotive operable once again, (2.) RDC BC-33 lead the team of contracted staff to repair Budd car BC-33 and return it to serviceable condition by mid 2005 and (3.) Turntable installation (subject to funding), provide technical and engineering assistance to the design and installation team to install the turntable at the Heritage Park. As a member of the WCRA, he has been active in the past in many facets, and has been a strong advocate and resource for us in the railway over the years. A resident of Squamish, he retired from CN effective January 14, 2005 after 28 railway years. Singh brings to WCRA a vast array of railway experience, and is well qualified for his new role with them. During his years with BC Rail, he held a number of senior project engineering and management positions, including being the railway's Chief Mechanical Officer. Most recently he has been Assistant to the President and Manager of Corporate Affairs for the railway. Of particular interest to the WCRA are several things; first that they now have a Professional Engineer on our staff, Singh led the Budd Car re-engineering and modernization program for BC Rail, and designed the upgrade electronics and electrical systems, had extensive leadership roles with both the BC Rail steam program and was the project manager for BC Rail with CPR's rebuild of Hudson 2816. Throw in his experience with passenger car equipment, locomotives and power systems and the WCRA have a great new resource.

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.

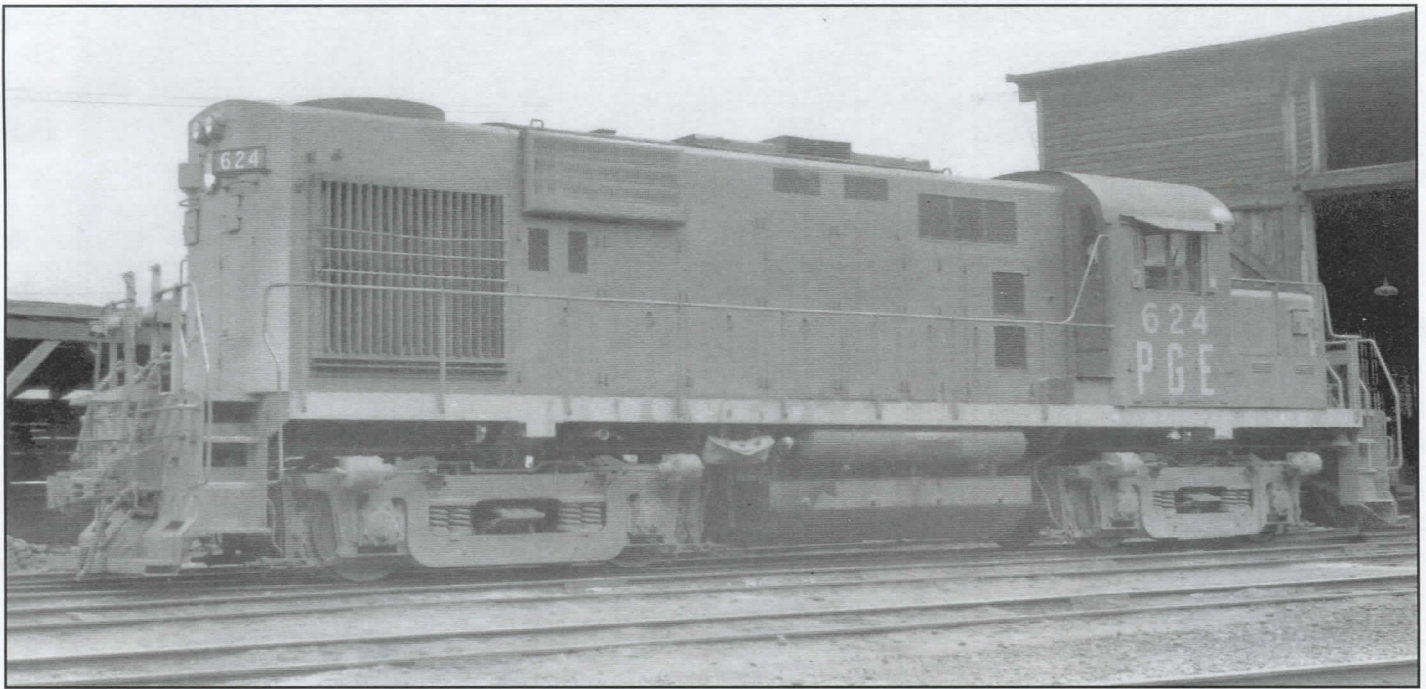
On Sunday August 29th CN ran its business train from North Vancouver to Quesnel where it was berthed overnight.

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.



RS-18 No. 624 is seen outside the roundhouse at Lillooet on September 7, 1968.

Photograph from the Collection of W. C. Whittaker

WORKING THE PGE/BCR FOUR AXLE MLWs

by

Bradley O. C. Dunlop and Brian A. Elchlepp

On an early summer Sunday morning in 1965, two 13-year old pals were sitting on a long-grass covered bank adjacent to the north switch of the Pacific Great Eastern Railway yard in Lillooet. Idle conversation passes the time and helps cloak the nervous anticipation of the task waiting for the youngsters.

The task? Hitch a ride onboard one of the latest locomotives purchased by the PGE, RS-18 #624. The pals? Cecil, son of PGE Locomotive Engineer Frank (Whistling) Smith and Brad, son of PGE Section Foreman Archie Dunlop.

One of the topics of conversation was “what is your favourite engine?” (In context of the immediate space and time continuum there was no need to use the more formal term, locomotive. Then, most everyone knew that “engine” meant “locomotive” when used in reference to the railway.) I cannot recollect what Cecil’s response was but mine was number 624.

Coincidence? I doubt it. Reflecting upon the moment I believe it was more an acceptance or an embracement even, of the continuing modernization of the railway.

With ever-increasing tonnage, these were heady days for the railway and, the resultant power requirements were something to be very proud of for a “child of the railway”. After all, father endorsed it, mother endorsed it and, we were at one with the majority of the employees of the railway at that time that saw modernization as the key to the future.

That being said, the opportunity to catch a ride on a new locomotive that was a symbol of what was good and right with the railway was too much to ignore. We sat there and passed the time until the train arrived and then received what we had hoped. A hollered request for a ride was followed by a quick hand signal from the engineer to board the locomotive while the train slowed to allow the head-end brakeman to throw the north switch and align it with Track #2.

The rest was a blur. Pulling the train down to clear the yard lead. Switching the caboose over to the caboose track. Bringing the “power back to the barn”. It left an indelible mark on a willing victim. The obvious conclusion was that the PGE had the best locomotives in the land. How else could it be explained?

The First of the MLW Diesels

Though they were not the first diesel powered “engines” on the railway, the PGE purchased the first of many Montreal Locomotive Works or, MLW, units in 1951. Based on American Locomotive Company (commonly known as Alco) design it is commonly agreed amongst Alco fans that the RS(C) 3 road switcher had a certain panache that was unequalled amongst rival manufacturers. Over time, these MLW RS-3 locomotives operating on the PGE would come to achieve their own personality, per se. Some would become known by such nicknames as “Molly”. There were others that would become known in less favourable terms by the end-users of these magnificent looking machines. There could be no way that the early 1950’s management would now what a profound effect their choice of “engine” would have over the ensuing years.

Former PGE engineman and General Foreman of Locomotives, Eddie Wilcox, told me that the original six-axle A-1-A RS-3C was a dream to ride on, “just like a heavyweight passenger car”. He said the occasionally problematic and incessant oil leaks were easily overcome by the comfort of the ride and the response of the throttle. Ed continued with a remark that they were still okay after the conversion to four-axle “B” trucks as they then had more tractive effort while maintaining the throttle response.

By the time I had become a member of the “running trades” alumni the 244-powered RS-3s were definitely getting tired. There were many times over the years when our (section) house in Lillooet would be absolutely covered in the remnants of the thick, black smoke, belching from the stack of one or more RS-3s and/or RS-10s. Looking back, I almost feel guilty now for repeatedly making the statement “Why don’t they get rid of that old junk?”

Working the Lillooet Yard

I recall working the 2100 Lillooet Yard on a TV (temporary vacancy) during the summer of 1974. Mike Killian, a high-school friend, was a regular on the crew. Usually we used whatever motive power the Squamish Wayfright arrived with to switch the yard. By this time, common practice would see one of the 29 RS-18s the company then owned on the point and often the sole unit. (As a matter of due course we would routinely turn the loco on the Wye before our tour of duty was done for the night.) One night the Wayfright was unusually late and had not arrived by the time we were called for the yard duty. The only power available was one of the RS-3s. I cannot remember the road number, nor is it relevant. I am not sure just how it happened but

shortly after we had begun our switching duties Mike was giving signals close to the locomotive where I would have normally been. This turned out to be much to my good fortune! We were doing a hump operation and Mike gave a highball signal to our engineer, Fritz Van Horlick. Of course, as instructed Fritz opened the throttle, notch eight.

It was just after dusk and I could not see all of what transpired but, after the crack of the throttle, I did see Mike’s lantern go flying through the air, landing on the ground some distance away from him. Thinking something serious had happened to him I ran closer.

Once within earshot range I found myself hearing a fine example of cussing as one could imagine. It seems that when Fritz cracked the throttle it was pretty much pure diesel fuel that poured out of the stack. Much to Mike’s chagrin, he was standing right about where this raw diesel fuel came back to earth! Since we did not wish for a repeat of this occurrence, we ran the RS-3 back to the shops while Mike went home and changed his clothes. We then waited for the Squamish Wayfright and its RS-18 to arrive before going any further for the evening.

Working The Kelly Lake Hill

Retired Engineman Earl Swart on working the Kelly Lake Hill with the MLW RSC3s, RS-3s and RS-10s (Earl retired on November 13, 1997 after 41 years service to the day.)

From the days of steam and into the first generation diesel era before dynamic brakes, “retainers” would be used. This was a different type of brake valve (not self feeding) than is used today. As a part of the system, a retaining brake valve was located on each car, usually near the hand brake. At Kelly Lake, the engineer slowed right down and did not use the air brake. He throttled off slowly using the engine brakes without letting any of the trains consist bunch up. The head end brakeman dropped off about halfway from the south switch depending on the train length. The head end brakeman would then count cars and climb on at the middle of the train if he had dismounted too early.

He then commenced setting the retainers with the air brakes in full complete release. The tail end brakeman would get off the caboose and start with the first car ahead of the caboose would set up the retaining until he got to where the head end brakeman began. The tail end man would usually check two or three cars just to be sure they were set. Once completed all retainers would be set on the train.

As you started down the 2.2% grade the air brakes were set when about 3/4 of the train was on the grade. If you were going to slow, you may come to a stop or if you're going too fast then you're faced with another problem. If you were going to error it was always on the side of caution and the train would begin to slow. When this happened, rather than come to a complete stop, you would have to pull the train down the hill. There was always smoke created by the heat generated from the steel on steel, brake shoe to car wheel action but having to pull the train would result in much more heat and smoke than normal.

The brake shoes on each car had to warm up before they would work efficiently. You could draw off ten pounds but until the old style, steel brake shoes warmed up it wouldn't feel like ten pounds. The whole thing depended on experience and the "feel of the seat of the pants of the engineer". Not all trains would work with the same brake efficiency. Lots of sulphur or grain was very heavy. The brake efficiency of TOFC cars was not as good but they still add tonnage to the train. If there were too many cars with their brakes cut out then some would have to be set out.

"The public thinks you just climb aboard the locomotive and drive. They don't consider the authorization and rules that need to be followed. You do not move until your air pressure is up 100% before you leave. The engineman would punch in the cut out valve so no air is being fed to the train. Then he would check his watch for 60 seconds and make sure there is not too much leakage. Sometimes a car would have to be set out, the air hose changed, or the rubber washer on the joint of the air hose replaced. If it's cold weather then everything stiffens up and you do have more leakage than in the summertime. Sometimes you would have to set out part of the train if it was too heavy. The current self-feeding brake valve is a great improvement from the olden days. This valve came in about the same time as the dynamic brake and made the life of the entire train crew easier. The concern is still the air leakage with 90 lbs (100%) in the head end and 85 lbs in the tail end but not much less."

"Composition brake shoes (an alloy) also made for more efficiency in the operation of the train than steel shoes. Steel shoes grabbed heavy and would often be the cause of broken drawbars. The composition of the load of the train could also be the cause of the broken drawbar and not necessarily the fault of the engineer. Air is the #1 concern before you move, then clearances."

Working The Birken Hill

During the Summer Card of 1973 the Squamish Sub way freight was based out of Lillooet and ran between there and Pemberton. I somehow had the good fortune of being the successful bidder of a TV on this job with about one month seniority! George Kells held the engineman's position but his seniority also allowed his holidays to be taken in the summer.

This meant that for the first several weeks I was on this job there was always a spare board hogger at the throttle. This usually had little impact on the day-to-day working of our little train as the mostly junior engineman enjoyed the change of pace. There was a shortage of locomotive engineers on the line at the time and many of the new hires were either boomers or recently retired from the mainlines. The overall skill level was quite high and one generally felt comfortable with whomever was behind the controls.

There are always exceptions of course and as fate would have it one of them drew our assignment on a day when our usual small consist grew considerably. Normally we would have one RS-18, several cars and, our home away from home caboose. On this day, we left Lillooet with five locomotives, about thirty cars and our caboose. One of the recently purchased C-420s, I believe road number 632, was on the point along with two RS-3 and two RS-10 units. The common denominator was that none of the locomotives was equipped with dynamic braking! To compound the problem we picked up a "live outfit" at Birken destined for Pemberton.

The ten or so Extra Gang cars with their crew riding on board made the consist grow to over 40 cars as we began the descent down the 2.2% grade. Not only did we have a lot more tonnage than normal but we also had many more people involved.

Our hogger this day was one of the CN retirees with a lot of experience pulling mainline trains over relatively flat track. He could get by okay with dynamic braking but you could tell he was not feeling comfortable with the situation at hand.

He had silver white hair in a close-cropped crew cut and I swear you could see the droplets of sweat at the end of each strand. We picked up speed quickly and I did consider opting for my prerogative of dynamiting the air brakes. We continued however and our engineman took a further reduction on the brakes, enough to keep us under control. I felt for the poor guy, as he was obviously not adequately trained for handling all conditions

the railway had to offer. He retired again after less than a year, no wonder.

Working The First Wide Cabs

I worked the "Brakie" job on the BCR circa 1973-74 just when the wide cabs were arriving. I was actually the first BCR employee to ride in the first M-420 #640, on her maiden voyage on the Lillooet Sub. It was a northbound night turn out of Lillooet and we had a "piglet" on board.

One thing the railway was good for was nicknames. The term "piglet" was coined for engineman trainee. If an engineman was a hogger then it stood to reason that a trainee must be a piglet. Just as some enginemen resented the term hogger, some of the trainees hated that piglet nickname. There were some who actually had fun with it though. While I do not think the term was coined to offend anyone, it was still a literal pain in the butt having three people in a cab built for two. The piglet this night was even trying to feed me some BS about there being a Bulletin issued ordering the head end brakeman to the second unit!

I was not buying it and, not wanting to be buffaloed, I was hesitant when the hogger requested me to ride on the second unit until I saw the consist. We had heard rumours about these new "super cabs" that had been ordered by the railway. When I saw the M-420 #640 was the second unit it softened my position right away. I agreed to a swap even though I had to point out that my position as the head end trainman fully entitled me to the left seat in the lead unit. Pretty large of me don't you think?

She was new, she smelled new, looked new and had some amenities in the cab that were major improvements over the conventional cabs. From my point of view she was very comfortable to ride in. Although I could have got some shuteye and no one would have been the wiser, this was too exciting a time to doing any sleeping. This was indeed a memorable night.

Working the MLWs From a Mechanical Point of View

Al Groinus,
Retired Supervisor of Motive Power etc.

My involvement was trying to keep the Alco designed units going and dealing with the problems they presented. My job was to get them over the road and I was not sad to see the last of the Alcos go. I used to be on call for them during all hours of the day or night.

Whenever a hogger had a problem with them and needed assistance they would call and you would walk the engineer through until the problem was solved. I, for one, was very happy to see their rear drawbar going in the other direction for the last time! I was involved in getting the last of the big Alcos out when the GE Dash 8s arrived and could not see them go fast enough.

You would get people that were diehards and would get stuck in a rut and would not look at new technology. They just got entrenched in nostalgic old ideas. From my point of view the MLW units were a poorly designed locomotive and always seemed a step behind the other manufacturers. They did the job and got the tonnage over the road but they took a lot of staff. Changes and many improvements were made over the years to help get the things over the road. But they were a maintenance bearcat for years and years and needed lots of attention. Then you needed locomotive repair shops every couple of hundred miles or less whereas today you only need a maintenance shop every 1,000 miles or so.

They were slow to bring on many of the changes like roller bearings. When I started with the railway we were running solid bearings and actually had hotboxes on locomotives! Some of the old diehards used to say that roller bearings would never fly. They said we would have to change them after every derailment etc. As time went on changes did take place, for the better.

When the 244-powered RS-3 first came out they were better than the steam locomotives but Alco/MLW still didn't keep up with the R&D. One of the big problems was getting them to maintain their coolant, and this was especially true of the RS-3s. They were built more along the lines of a steam locomotive than a diesel, as you had to add water on a regular basis! It was hard to get them up the hill out of Lillooet and up to Williams Lake without adding water. They always ran hot in the summer and the cause was basically a design problem. The MLWs were engineered for maximum 105 degree Fahrenheit ambient temperatures. No wonder they ran into problems on the hill out of Lillooet in the summer with the regular 100+ degree ambient. Winter wasn't so bad but they were not built for the grades and hot summer temperatures.

Too bad since the railway had plenty of both!

(Author's Note: Considering that the 244 powered RS-10 was essentially an RS-3 with Phase 1 RS-18 style cab complete with high long and short hoods, the mechanical problems associated with the RS-3 were also largely common to the RS-10.)

One of the things common to all of the road switchers was that you always had to keep the radiators clean. You couldn't afford to put anti-freeze in them, as they would just blow it out. They never had pressurized cooling systems like an automobile and that caused the problem. As the water heated up to boiling point it would expand and overflow and when it cooled down you would be short of water. A lot of it would be dumped along the right of way. In those days we were running chromate as a corrosion inhibitor but ran into environmental trouble with this and had to change. Later on we went to an environmentally friendly inhibitor. As I recall this product was borate nitrate based.

When the 251 powered RS-18s were re-engined to Caterpillar one of the big improvements was putting in a much larger radiators and better coolant. This alone made the units much more dependable mechanically.

The S-13s were primarily assigned to yard service were there were shop assistants so I never got involved with them very much.

The C-425s were a little better type of locomotive. They were US built and didn't seem to have the overheating problems the earlier ones did. They had also seen some design improvements with their electrical systems along with a little more sophistication in the wheel slip systems. They also came with a hydraulic governor. A self-created problem for the railway was the insistence on putting a GE electric governor on their units whereas most other roads were going with a Woodward hydraulic governor.

A governor regulates the speed and fuel in each of the eight throttle steps or notches. The hydraulic governor had its own pump built into it and you operated solenoid valves mounted on top to control each step. Later this type of control system also checked the turbo pressure, an oil pressure sensor was built into it, as well as a water pressure shutdown. All of this combined ensured there was enough pressure so that the unit did not over fuel the engine. This helped control the smoke emissions.

The electric governor did not check for the turbo pressure. (All injectors were mechanically controlled by rods to the governor. This is how the governor controlled the speed by giving it more or less fuel.) As a result when the throttle called for an increase in speed the fuel injector rack would open and give the engine excess fuel until the RPM's caught up.

It may sound like an exaggeration but over time barrels of fuel would go up the stack during this process. This partially burnt or unburned fuel largely caused the trademark thick black smoke emitting from the stacks of the Alcos.

After idling for a while you would also get an accumulation of oil built up in the turbo. If the hogger would take the time to rev up slowly then it wouldn't be a problem and the oil would have a chance to burn off. If they cracked the throttle wide open without doing that you would also get a large amount of oil coming out of the stack. The diesel would pretty much evaporate but the oil could definitely give you a bath!

The braking systems were another thing that was improved over the years the RS-3 had a #6 braking system that did not have a pressure maintaining capability. This came out with the steam locomotives and was adapted to diesels. The later RS-18 had type 26C Brake that did.

Working the Four-Axle MLWs - Other Physical Attributes

The first RS-3s came delivered with the standard Alco design louvered door air intakes. These were subsequently replaced by the railway with the filtered air intakes on the doors in the quest for cleaner cooling air. Some also had additional filtered air intakes installed in the short-hood while keeping those in the long hood to try and help compensate for the overheating problems. The RS-10s actually had the as-delivered long-hood engine compartment filters removed and the air intakes covered with sheet metal. These were replaced with filtered air intakes in the short hood. I believe this was done in an attempt to provide the engine compartment cooling air with less oil and particulate contaminants, the source of which was from the locomotive itself!

The 1957 delivered high short hood Phase I RS-18 units, PGE 587 and 588 came with the regular trucks but the 1958 to 1962 delivered high (589 & 590) and low 591 - 599) short hood Phase I & II units, PGE 589 to 599 had light trucks with no leaf spring and a closer axle spacing than the normal MLW truck. Apparently this truck design was developed with the relatively light track and axle loading of the Canadian National Railway Hudson's Bay route in mind as a weight saving measure.



Fig. 1 An eye popping consist made up of C420-RS10-RS3-RS18 locomotives (631-583-561-631) leads a southbound freight around the curve at Dunkley, B.C. in August of 1974. BCR #631 was one of two C-420s on the line. 631 is former Lehigh & Hudson River #25 and it had been leased, then purchased by the railway. When first purchased, it was not uncommon to find the C-420s out on the road. In later years, their lack of dynamic brakes and slug master controls kept them in yard service and the 631/632 combo were fixtures on the Prince George Hump for many years. Interestingly, the two C-420s were among the very last Alcos on the railway. *Photograph from the Collection of B.A. Elchlepp*

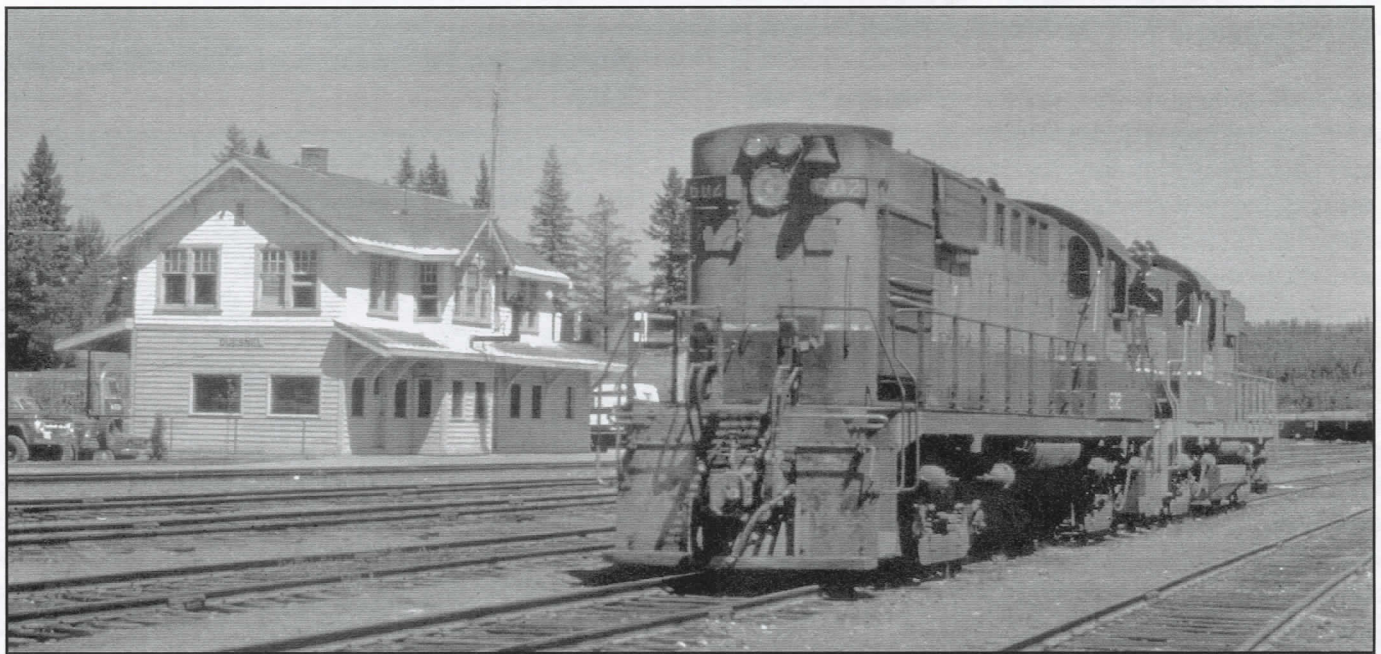


Fig. 2 The town of Quesnel had always generated enough traffic to warrant the British Columbia Railway assigning full time yard power to it. In the 1960s and 1970s the yard job usually had RS series units assigned. In the 1980s and early 1990s you would often find an RS18/Slug combo. Later, the Cat-Powered CRS-20 rebuilds became the norm. The yard jobs would be responsible for working the various local industries and for making up blocks of cars for north and southbound through trains to forward. This photograph shows the Quesnel yard power tied up between assignments in June of 1978. The 602 still has its as-delivered high short hood and long hood forward configuration. *Photograph from the Collection of B.A. Elchlepp*

With the rail at 60 to 85 pounds per yard it seemed like a good idea to apply to the PGE at the time. The problem was the ride was very rough for the crew and given a choice, these units were not used in lead service for very long. If you have ever seen a photo of a modern looking low hood RS-18 trailing a earlier model locomotive this was why. Before too long some of the RS-3 and RS-10 fleet had their conventional trucks swapped with the RS-18 light trucks. It appears that the units that came with solid (friction) bearings also had them replaced with roller bearings at this time. Once this transition took place the low hood RS-18 then went into regular head-end service.

The dynamic braking compartment of the RS-18 did not have filters, just screening. The body filters were the first stage of air filtering for the engine compartment. The air intake and cooling arrangement varied over the three phases of RS-18 delivered to the railway. As delivered, the final Phase III units, numbered 614 to 630 produced a very distinctive chirping sound when the throttle was cracked. After the throttle was cut back this chirping sound would change into a long drawn out whistle.

The first RS-18s were delivered with a three chime horn that was later changed to the company standard five-chime horn both of which were designed by British Columbia's own Robert Swanson. The RS-3 and RS-10 both came equipped with the five-chime horn.

I can recall symphonic-like sound combinations as various vintages of four-axle MLW units revealed their individual pitch along with the wheels hitting the rail-joints as the engineer cracked the throttle several notches, then backed off, then notched up and down again several times to gain traction and speed without slipping. All of this whilst blowing the whistle for the roadway crossing just north of the Lillooet Station.

In this regard the most famous of PGE Locomotive Engineers was the previously mentioned Frank (Whistling) Smith. Both school and business would temporarily halt when Frank was coming or going. I recall Cecil telling me that his father had got into some trouble over a complaint for not sounding his whistle late at night in a remote area (as a courtesy) and had vowed never to be caught in that position again. And the rest is history. Between the roadway crossing just north of the station and the mid-town crossing just below the location of the grade 1 to 12 school you could count on there being no silence for several minutes as "Whistling Smith" arrived or left town.

(As a grade 6 and up student at the school at the time I always considered this to be a welcome break in the days activities.)

If there was one single thing that many crew members did not like about the RS-18 it was the large floodlight-type light mounted above the windows in the centre of the short hood. This was a relocated carryover from the previous RS-3 and RS-10 units that worked quite well on them as the crew were further removed from the light source and could see relatively well. I believe one could reasonably conclude that you could trace the roots of this large 14-inch diameter floodlight-type headlight back to the era of steam locomotives. In clear weather there was no problem but in rain and more importantly, in snow and/or fog it really presented a problem for the crews vision. The weather was in their face rather than the track. I can recall many times when a low-hood RS-18 led train would arrive in Lillooet with only the low-hood sealed-beam type spotlights turned on. As I understand it Norm McPherson, who went on to become Vice President – Operations & Maintenance of the railway, occasionally rode on the freights and concluded that better lighting was required. This resulted in the ditch and corner lights on the big Alcos that followed the RS-18. The large cab mounted floodlight was eliminated during the conversion of the RS-18 to the CRS-20.

Working the MLWs From an Engineman's Point of View

Gordy MacDonald started railroading on the CPR main-line Mactier Subdivision around Perry Sound as a brakeman after returning from duty in the Korean War. Then he was off to the Quebec North Shore & Labrador or, QNS&L, in Labrador, which is now owned by Iron Ore Company of Canada (IOC). His introduction to Alcos was with the Wabush Lake Railway (now Chemin de Fer Arnaud) in Wabush Labrador and their RS-18 fleet, number 901 – 911. Four RS-18s were required to pull a 126-129 car ore train and those locomotives made a very good impression on Gordy. (He says the ore cars came in sets of three with no drawbars between them and there was a reservoir on the middle car to make the train handle better. Nobody came close to the loading and dumping system they had and Gordy had helped develop it. It would take 1hr 50 min to load and only 20 –25 minutes to dump a complete train at three to four miles an hour.)

MacDonald, who went into engine service in 1960, was a real boomer working for six or seven roads before coming to PGE in the spring of 1972 with Jack



Fig. 3 RS-10 #580 is shown on the Lillooet shop track next to the *Budd Wiser* coach. The date is 16 March, 1982 and the 580 is holding down the school bus assignment for this week. If there was any yard switching to do, the RS-10 might be called upon to perform it, otherwise the RS-10 just rested. Like most of the photographers of the time, I made the mistake of always photographing the chop-nose end of these units, thinking that it was the front end. In fact, the railway lowered the short hood for visibility but they never switched the controls around, and the long hood remained the “front” of the locomotives. C425 #809 sits along side. *Photograph by B.A. Elchlepp*



Fig. 4 Under threatening skies, Extra 646 North departs Fort St John BC on the afternoon of 20 August, 1987. Three M420s and an RS-18 are the power for the up one day, back the next train to Fort Nelson B.C. From its opening, Nelson Subdivision trains were always powered with four axle locomotives due to poor track and the need for lighter axle-loadings. In the late 1980s the railway set out to upgrade the Nelson and Fort St John Subdivision trackage to allow the larger six axle locomotives to operate there. The old combine behind the power on this train was used to ferry work crews to points up the line not accessible other than by rail. By the 1990s the trackwork would be done and locotrol-equipped SD40-2s would hold down the road jobs on the Nelson Sub and the M420s would be assigned elsewhere. 646-622-643-645 and 43 cars. *Photograph by B.A. Elchlepp*

Applegate and Bob Routley. "We were with the Northern Alberta Railway or NAR at the time and heard the PGE was hiring so we all drove to Vancouver together and applied for work. After that the only thing they asked was if we had our coveralls with us, which we did, so we started right away."

Gordy says, "I liked the RS-18s as you could open the cab window and hear them bark. The 251 block is in the GEs of today and is still a real good engine. The GE electric governor would give you the immediate response of the throttle and for pure horsepower is like the difference between driving a Caddy and driving a Volkswagen. My first assignment was in Chetwynd for a couple of month then on change of card I went to Quesnel for the better part of the next 20 years. I used to work with a real good crew that always got the work done in the shortest time as possible. Mostly the power was RS-18s which was good because they responded well and you could get things done in a hurry. The PGE and BCR were good because they would give you a list of work to do and once that was completed you were finished for the day. We could usually get all of our assignments done in four or five hours and then you had the rest of the day to yourself. That's how I built my first house in Quesnel.

Sometimes though, we would have a C-425 that had the Woodward governor and they were painfully slow. You could never get them to pull real hard and just when you really needed the power the governor would cut out. It would always add at least an extra hour to the tour of duty for the day. Just like the GMs or anything else with a Woodward governor you couldn't spin the wheels even if you put it into "Notch 9". (Author's note: Gordy is being facetious here as locomotives with a conventional control stand only go to notch 8.) It took a lot more skill to run the Alcos because of that but it also gave you a lot more flexibility if you knew how to use it."

MacDonald continues, "As an engineman you got your train over the road as best you could. We lived by the motto "No names mentioned, no pack drill done" (which came from the army and loosely translated means don't squeal on your buddy). So it was with the 251 powered units and if you developed a problem with a blocked fuel injector or bent valve or something and she would start sputtering and smoking you would just cut out a cylinder by turning off the fuel supply to it. This would save on fuel if nothing else. (You can still do this with a GE, as it is still the same engine albeit more developed but, never with a GM.) I guess they got better over time

but I didn't ever really like the GM due to the heavy lumbering sound associated with the two-stroke engine.

Sometimes the harmonic balance would get out of whack and then you couldn't even sit in the seat. I did manage to keep my hearing by wearing protective muffs when running those GM units. It (hearing protection) was just something you had to do."

"My last job held was on the Pushers out of Pemberton until retiring in December 30, 1997. That was a real good money job as you would get a day's pay for about five hours work then later in the day get you may get called for another turn. I would do it all over again but (in a heartbeat) start with the PGE if given the choice, as it was a great road to work for with great guys. In retrospect I should have applied there upon arriving in Vancouver right after the Korean War. It was a good outfit and they had an awful pile of good men starting with Mac Norris and everyone below."

Working the MLWs - Some Loved Them, Some Hated Them

In summary, the four-axle Schenectady originated, Montreal Locomotive Works built 244 and 251 powered diesel locomotives had an indomitable effect on those who worked with them. For some that was an unpleasant experience and while there were always some folk between, for others it was pure adulation. The edict of "beauty is in the eye of the beholder" could never hold truer.

Wanted

Slides of BC Rail trains in Green, Tumbler Ridge trains and Red-White and Blue TOFC and Log trains.

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Fig. 5 A consist of five RS-18s led by Brad Dunlop's favorite: #624, throttle up to depart Septimus, B.C. for its return to Fort St John on 21 August, 1988. Septimus is terribly remote and nearly impossible to reach without rails, but it is where the railway forwarded traffic to and received traffic from the Peace River Region. I had the good fortune of riding the southbound leg of this train from Taylor, B.C. behind RS-18 #615. After the crew performed the train and power swap, I rode the northbound leg back. At Teko, the engineer cut the power off the train and ran light across the Peace River Bridge to drop me off and allow me to photograph this train on the bridge. Power shown is all-green, all RS-18 (rare at this late date) Numbers: 624, 613, 626, 614, 619. *Photograph by B.A. Elchlepp*



Fig. 6 It is train time in Dawson Creek B.C. as the three times a week (at the time) local from Chetwynd has arrived in town. It is a Monday morning in May of 1994, and the first order of business is to set out the TOFC flats so that the local truckers can deliver the trailers to local merchants. Other work for the local will be picking up and setting out cars at the Alberta Wheat Pool, Pioneer Grain and the UGG elevators in Dawson Creek. There will also be work at the Louisiana Pacific plant and possibly traffic for the CN (ex NAR) interchange in town. The work should take the crew about three hours to complete, after which they will assemble the return train and head back to Chetwynd in the afternoon. Power for the local today is a sweet A-B-B-A set of M420s made up of Numbers 641-681-685-644. *Photograph by B.A. Elchlepp*

FREIGHT CARS IN FOCUS: PGE 52'-6" & 53'-6" FLATCARS

by
Timothy J. Horton

As the Pacific Great Eastern Railway progressed with completion and expansion of its system during the 1950s, the requirement for new freight cars increased dramatically. In the July 1954 edition of the Official Railway Equipment Register, the railway was listed as having a total of 168 flatcars on its roster. The majority of these cars had an interior length of approximately 41 feet.

In November 1954 the PGE received its first order for 52'-6" standard flatcars from National Steel Car of Hamilton, Ontario. Numbered PGE 1220-1244, they were of riveted steel construction with fishbelly sides and wood decks. There were 15 stake pockets along each side and four internal stake pockets at each end. They had a nominal capacity of 158,000 lbs. (See Fig. 1)

A repeat order for 75 cars numbered PGE 1245-1319 was built by National Steel Car in June 1955 (see Fig. 2), and a further 150 cars numbered PGE 1320-1470 were received in November 1956 (see Fig. 3). They were identical in design to the first series. All of the NSC 52'-6" flatcars were painted PGE Freight Car Red with white stencilling including the PACIFIC GREAT EASTERN name spelled out along the car side. (See Fig. 1)

In July and August of 1961 a total of 27 flatcars from the newest series were converted into trailer flatcars and renumbered PGE 7000-7026. A further four cars numbered PGE 7027-7031 were converted in February 1961. The cars received trailer hitches and end ramps, and were the railway's first trailer flatcars. In June 1965 three cars were converted back to standard flatcars but did not revert to their original numbers. They were instead renumbered PGE 1471-1473.

In March 1968 ten of the NSC flatcars were converted to log stake cars and renumbered in the PGE 1761-1770 series. They were converted back to standard flatcars and reverted to their original numbers in 1971.

During the spring of 1969 more than two dozen of the older NSC flatcars were converted for outfit service and fitted with end platforms and Scotia trailers.

They became 8-man bunk cars or cook and diner cars and were renumbered in the X-200 series. They were used during construction of the Fort Nelson and Dease Lake extensions, and many continued to serve until 2000.

No further flatcars were received until October 1964, when an order for ten 53'-6" flatcars was built by the Hawker Siddeley Corporation. These cars were of welded steel construction with wood decks and 15 stake pockets on either side. Their capacity was listed as 169,000 lbs. (See Fig. 4)

In June 1966 the first five cars from this series were rebuilt with end bulkheads and were renumbered in the PGE 1611-1615 series. The renumbering was not sequential. The distance between bulkheads was 50'-4" and the capacity was reduced slightly to 164,000 lbs.

The railway's final order for standard flatcars was placed with Vancouver Iron & Engineering Works, and was built in August 1965. These 53'-6" cars were similar in appearance to the HSC-built cars and were numbered in the PGE 1511-1560 series. They were also of welded steel construction and had a nominal capacity of 163,000 lbs. This order consisted of fifty cars.

All of the railway's 52'-6" and 53'-6" standard flatcars received the AAR designation 'FM' and were designated as 70 ton flatcars. After the railway's change of name in 1972, many were repainted in dark green with BCOL reporting marks and the new BRITISH COLUMBIA RAILWAY name spelled out along the car sides. From 1985, repainted cars received the BC RAIL logogram. During the 1990s, numerous examples of these cars were retired and scrapped, or sold for use as bridges on logging roads. By January 2000 only 178 of the original 310 cars remained on the roster.

These cars were used for a wide variety of loads, but until the early 1970s their primary cargo was lumber. As the number of bulkhead flatcars on the roster grew during the 1970s, the use of standard flatcars for the shipment of stacked lumber diminished, and was eventually discontinued in order to comply with revised operating rules.

Modellers in HO scale can use the Proto 2000 flatcar to represent the NSC built flatcars, and it is available ready-to-run decorated for the Pacific Great Eastern and British Columbia Railway.

Modellers in N scale can use the Con-Cor 50 foot rivet-ed flatcar which resembles the NSC built flatcars in appearance, but it is too short. The car can be stretched, and an article on this conversion appeared in Issue 31 (January 1998) of *The Cariboo*.

HISTORICAL ROSTER PGE 52'-6" & 53'-6" FLATCARS

Road Name	Series Numbers	Name of Builder	Service Dates	Interior Length	Capy. in lbs.
PGE	1220-1244	NSC	1954-2004 *	52'-6"	158,000 lbs.
PGE	1245-1319	NSC	1955-2004 *	52'-6"	158,000 lbs.
PGE	1320-1470	NSC	1956-2004 *	52'-6"	158,000 lbs.
PGE	1501-1510	HSC	1964-2004 *	53'-6"	169,000 lbs.
PGE	1511-1560	VIEW	1965-2004 *	52'-6"	163,000 lbs.

NSC = National Steel Car

HSC = Hawker Siddeley Corporation

* Surviving cars from these series were acquired by CN in July 2004.

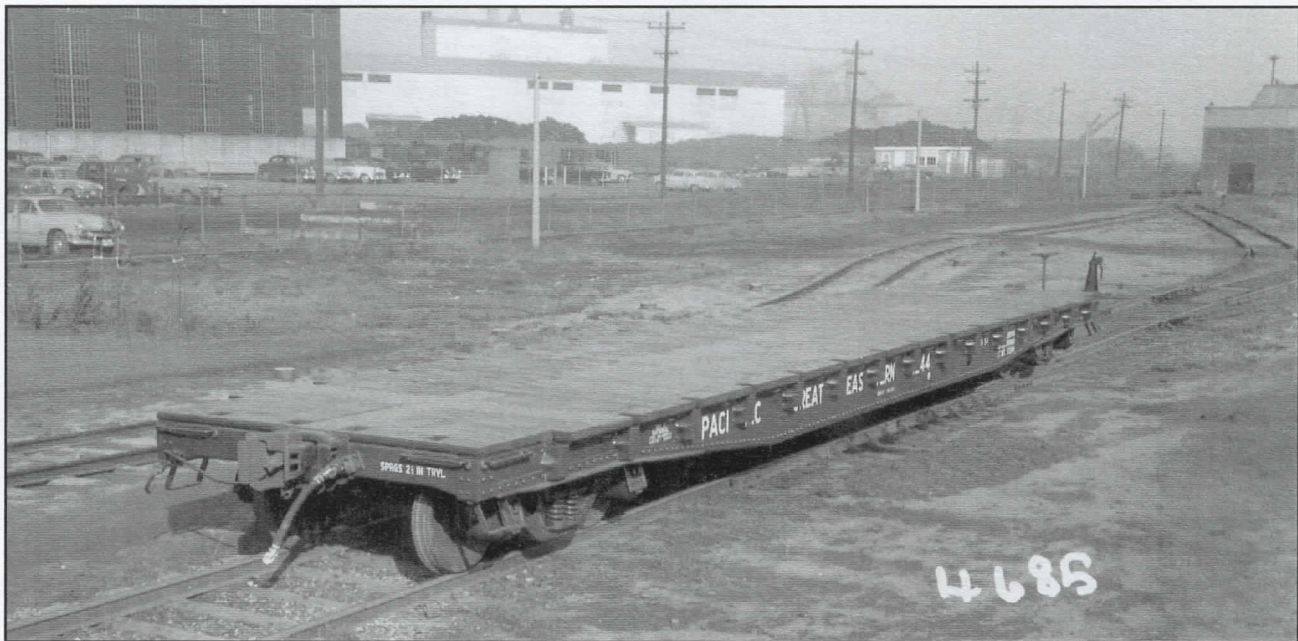


Fig. 1 Builder's photograph of **PGE 1244**, the last car from the initial PGE 1221-1244 series built by National Steel Car in November 1954. This oblique angle offers a view of the wood deck and the end stencilling.
Photograph Courtesy of BC Rail

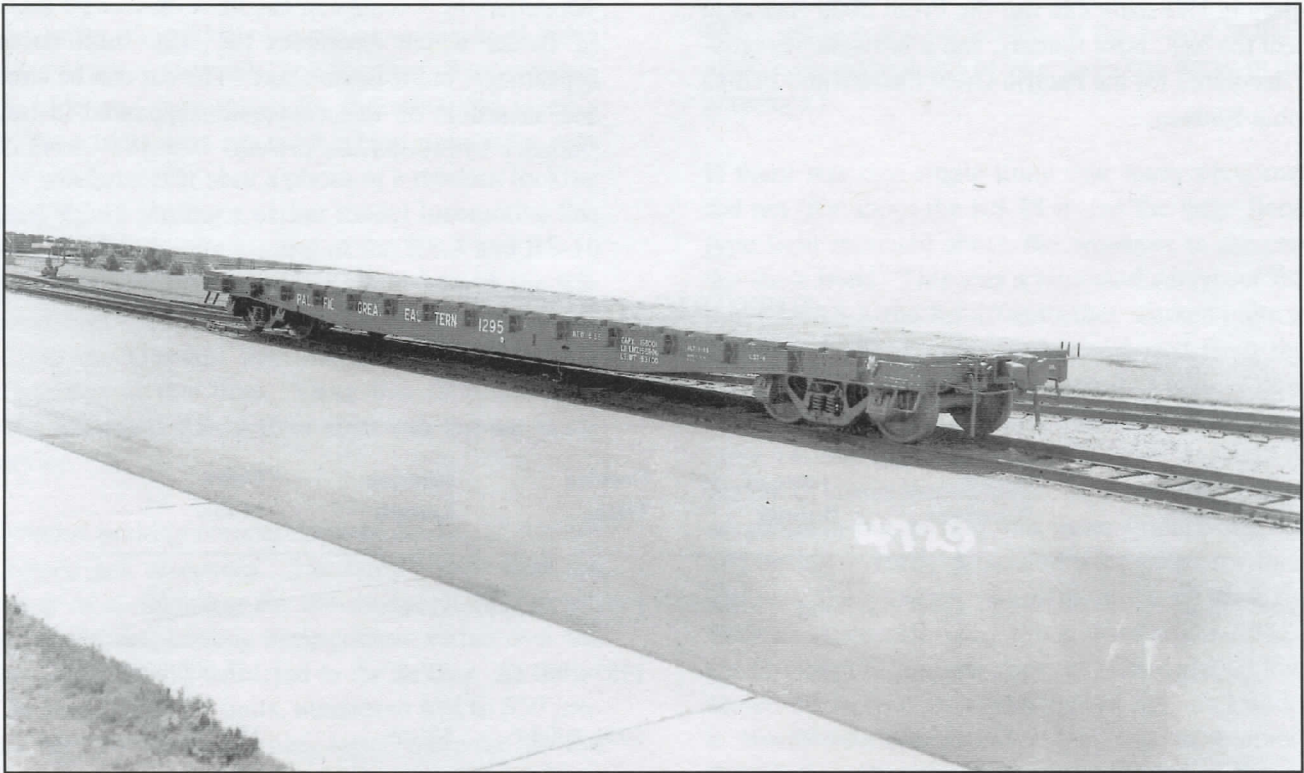


Fig. 2 Builder's photograph of **PGE 1295** from the second series built in June 1955. They were numbered PGE 1245-1319 and totalled 75 cars. *Photograph Courtesy of BC Rail*

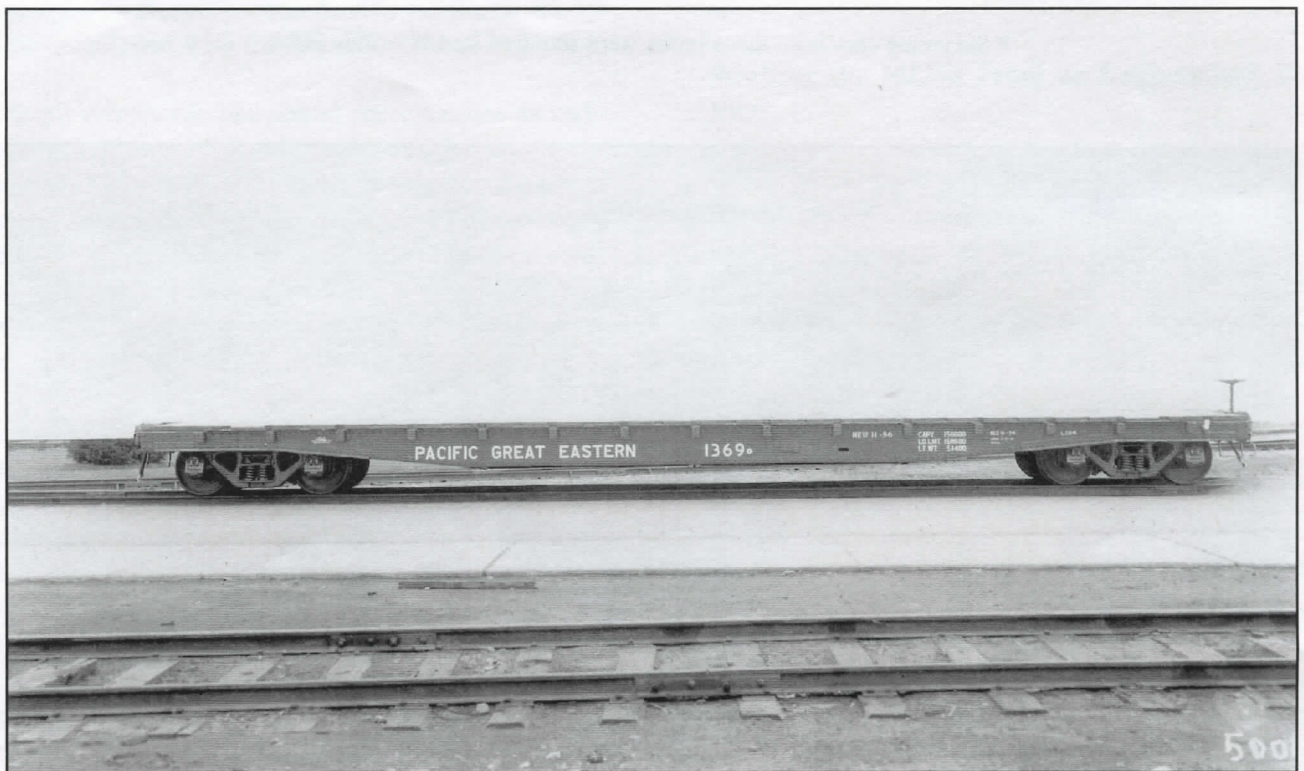


Fig. 3 Builder's photograph of **PGE 1369** which represents the third series built by National Steel Car in November 1956. This left side photo offers a clear view of all of the stencilling on the side of the car. *Photograph Courtesy of BC Rail*

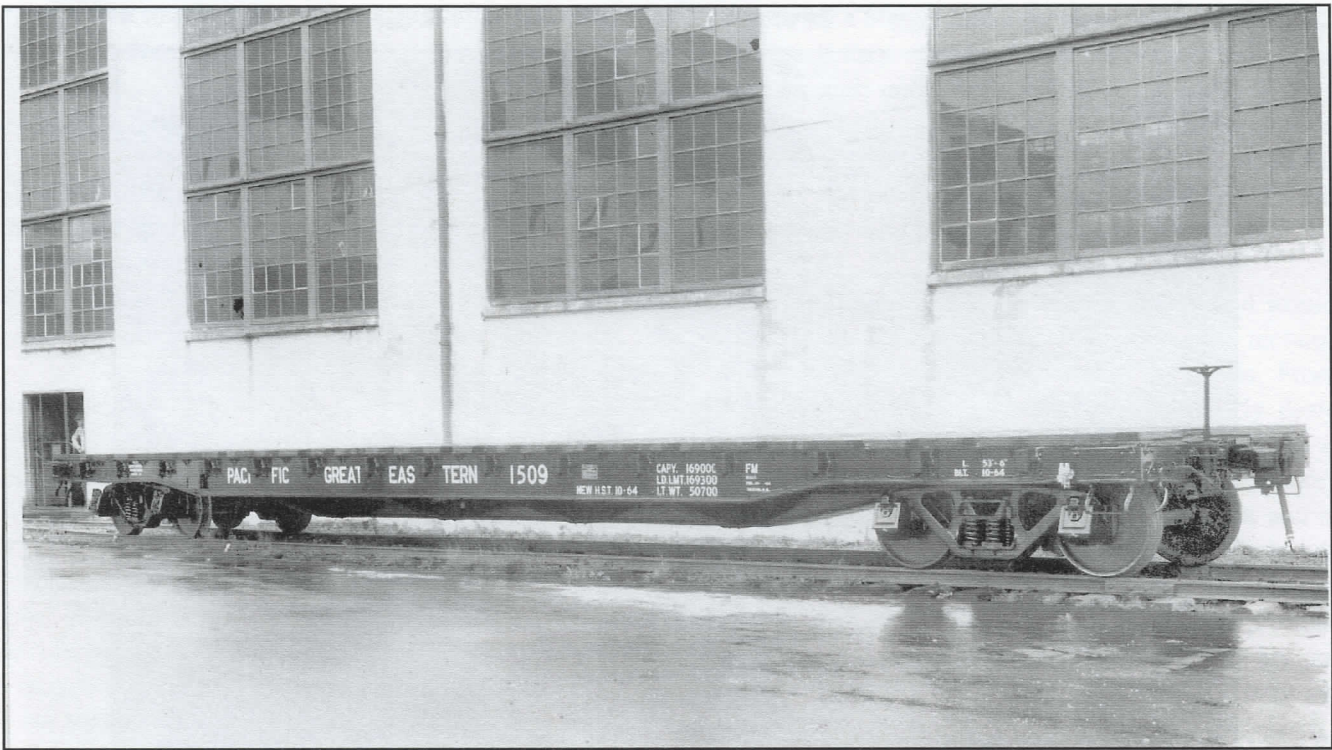


Fig. 4 Builder's photograph of **PGE 1509** upon completion at Hawker Siddeley in October 1964. The fishbelly sides of these cars were distinguished by a short taper at either end. This car is from series PGE 1501-1510.
Photograph Courtesy of BC Rail

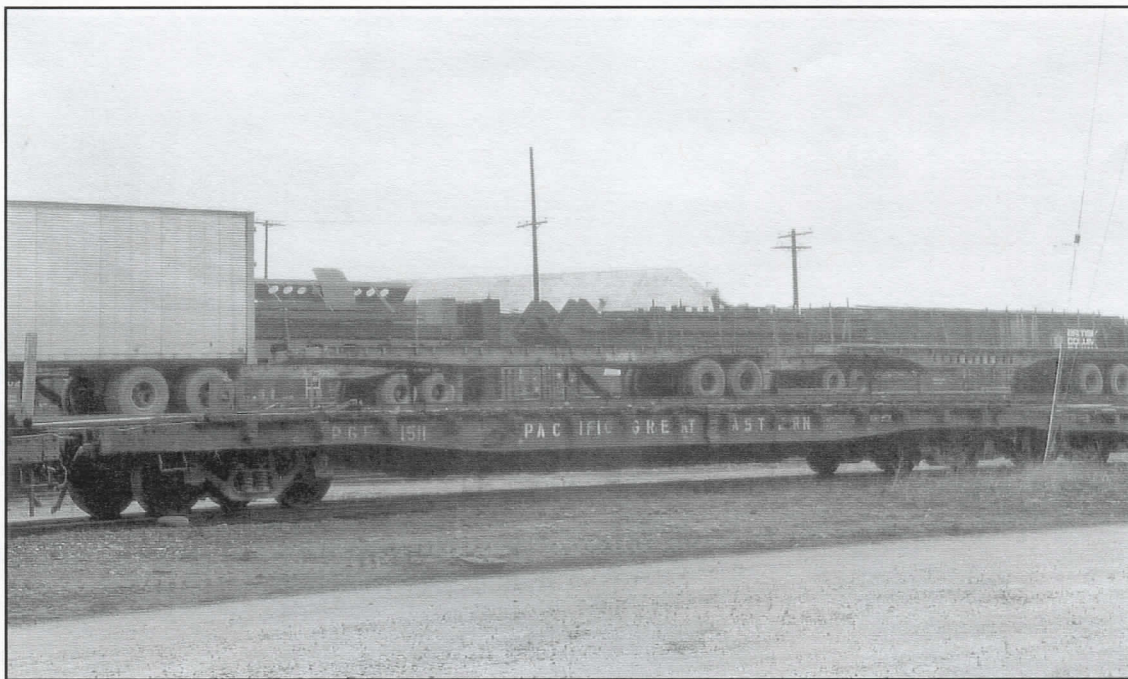


Fig. 5 PGE 1511 (the lead car from series PGE 1511-1560) is seen in the yard at North Vancouver in January 1977. This series was built by Vancouver Iron & Engineering Works in August 1965.

Photograph by Richard Yaremko (Collection of Laszlo Dora)

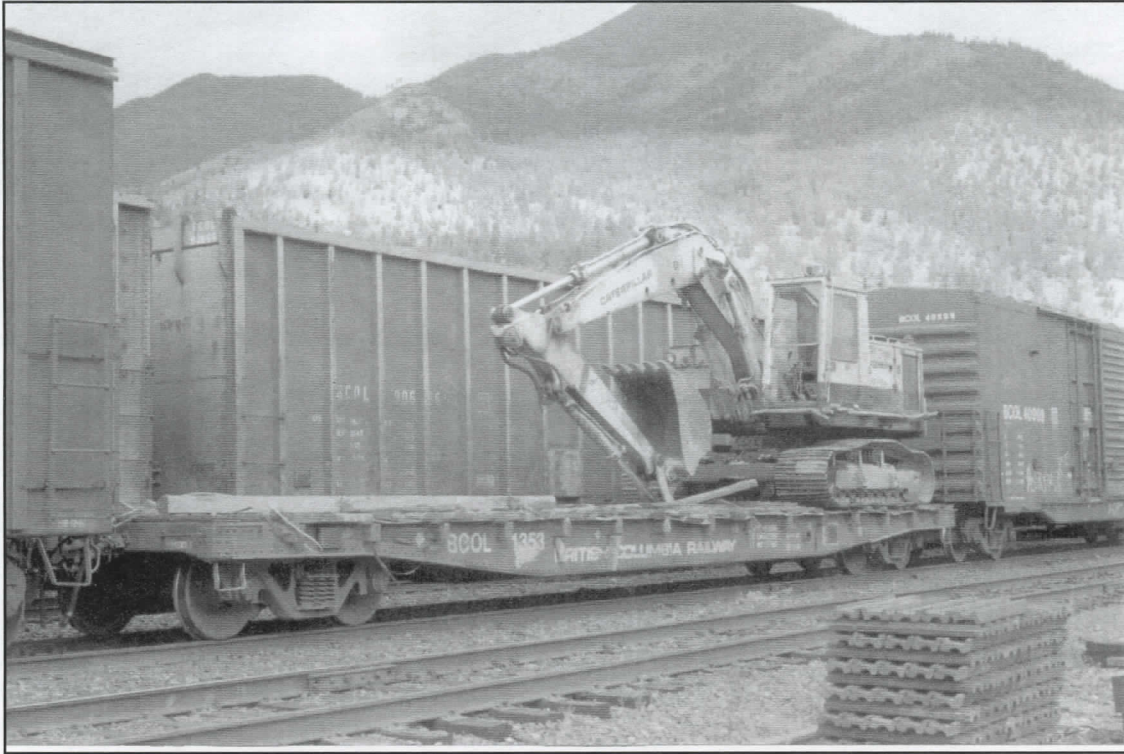


Fig. 6 BCOL 1353 was photographed at Lillooet in 1996. This was the paint scheme applied to all standard flatcars from 1972 to 1985. This particular example features a Helvetica Medium road number and Microgramma Bold Extended road name. *Photograph by Laszlo Dora (Collection of Andy Barber)*



Fig. 7 BCOL X-1275 is one of more than two dozen standard flatcars which were fitted with Scotia trailers for outfit service. Note the platforms and handrails at each end of the car. An outfit train could consist of 4-8 of these cars. *Photograph by Andy Barber*

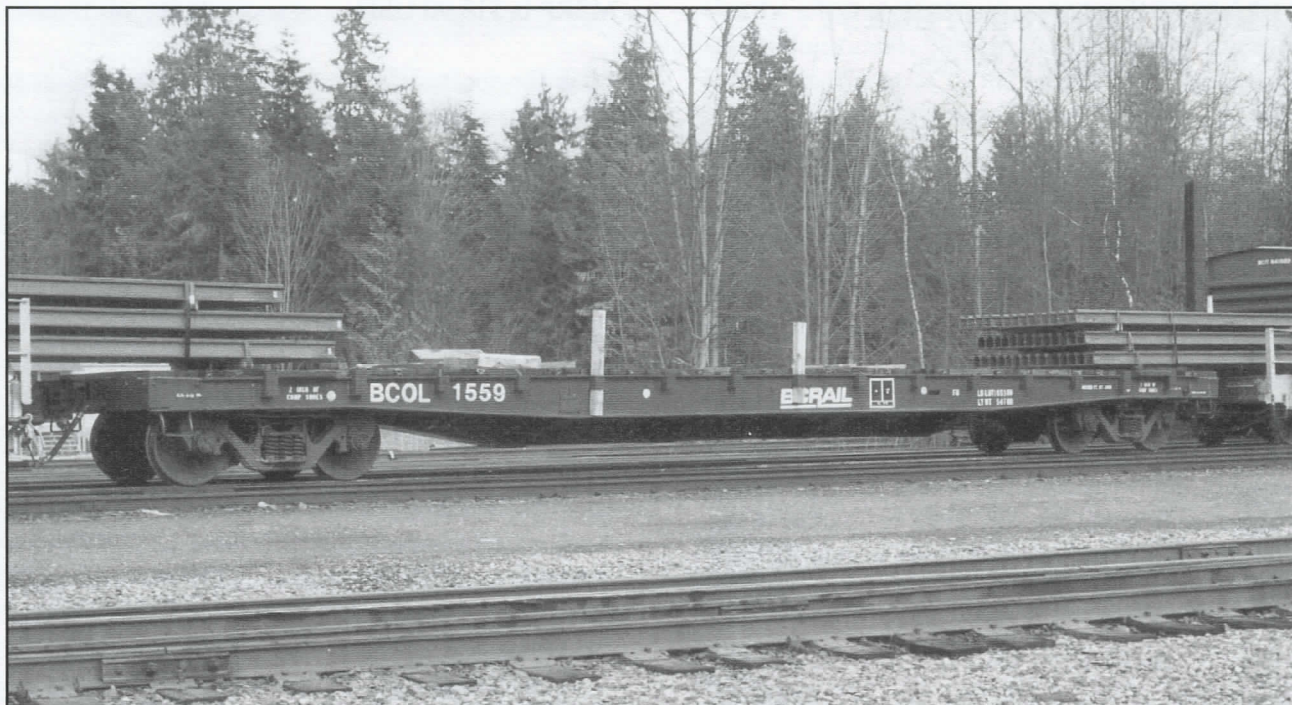


Fig. 8 BCOR 1559 displays the final paint scheme applied to the railway's standard flatcars. Pictured at North Vancouver on March 16, 1997, this flatcar was employed as an idler car between two cars loaded with rail.
Photograph by Dan Rowsell (Collection of Andy Barber)

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THE BRITISH COLUMBIA RAILWAY

(Volume Three)

by

TIMOTHY J. HORTON



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PRODUCTS OF INTEREST

By Timothy J. Horton

The last few months have been quiet ones with respect to the release of new items of interest for PGE/BCR modellers, but there are several significant items on the way, some of which will be in hobby shops by the time you read this.

Chief among these are the re-release of the popular Atlas 53' Evans double door boxcar with two new British Columbia Railway road numbers in O, HO and N Scales during January 2005. According to the folks at Atlas, this car keeps selling out so they keep re-issuing it, so you are encouraged to add more of these wonderful cars to your fleet!

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

N Scale

Atlas Model Railroad Co. (603 Florence Avenue, Hillside, New Jersey, U.S.A. 07205 Website: www.atlas-rr.com) has re-released 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.

Atlas has also re-issued 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.

Micro-Trains Line Co., Inc. (351 Rogue River Parkway, P.O. Box 1200, Talent, Oregon U.S.A. 97540 Website: www.micro-trains.com) has released a 40 foot boxcar with sliding door decorated in the light green scheme with dogwood logogram. The road number is BCOL 4180 and the item number is #20580.

MSRP is \$18.90 USD.

Look for another BCR release from Micro-Trains in the months to come!

HO Scale

Andy W. Scale Models (7706 Windsor St., Vancouver, BC, Canada, V5X 4A5 Website: <http://www.ready-train.com>) is making HO scale RS-3 long hood sides with the filter grills used by PGE and BCR on the RS-3 models. The sides, part #AWS-16, are available for \$8.00 CAD a set. These sides are designed for use on the Stewart Models RS-3 but can be used with a little work on other manufacturer's RS-3 locomotives. Also available are PGE decals for locomotives in the two tone green scheme, part # AWS-1007 for \$5.00 CAD.

Atlas Model Railroad Co. (603 Florence Avenue, Hillside, New Jersey, U.S.A. 07205 Website: www.atlas-rr.com) has released 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.

O Scale

Atlas O has announced plans to release several items of interest for BCR modellers in O scale. These include an Alco C-425 Phase I locomotive, which will be available as a powered version (undecorated #2303 for \$439.95 USD) or as an unpowered version (undecorated #2353 \$229.95 USD). This model would be correct for the 12 ex-Erie Lackawanna C-425s sold to the BCR in 1976. Delivery is expected in May 2005.

Also of interest are two versions of the Evans 53' Double Door Boxcars: #7517 Mountain Pine Lumber and #7507 British Columbia Railway. MSRP is \$59.95 USD and delivery is scheduled for March 2005.

Other Products

B.R.M.N.A. Publications (5124-33rd Street N.W., Calgary, Alberta, CANADA T2L 1V4 Website: www.brmna.com) will publish The British Columbia Railway (Volume Three) in January 2005.

This 30 page book is the final instalment of a six volume series and covers the railway's equipment and operations from 1990 to the end of independent operations in July 2004. The large format black and white photographs cover all subdivisions and all motive power delivered since 1990. The book can be ordered online at brmna@brmna.com or by calling the publisher's hotline at 1-800-340-3108. Cost is \$16.00 CAD plus shipping and handling (plus GST/HST in Canada).

Broken Knuckle Video Productions (286 Rumonoski Dr., Northbridge, MA., USA, 01534-1346 Website: <http://www.bkvp.com>) is offering a two hour and 45 minute DVD called *Railfanning in Southwest British Columbia -1987*.

This DVD has beautiful shots of CN and CP in the Thompson and Fraser Canyons, but what is more important to BC Rail fans is great shots of BC Rail in the Lillooet area of the MLW locomotives and the first of the GM units. Also, if you pay close attention to the CP shots, you will see a ex-BC Rail robot control car still in two tone green in one of the consists. The item number is #BK-RSWBC and the cost is \$25.95 USD. Payment must be in US funds drawn on a US bank.

Hundman Publishing, Inc. (13110 Beverly Park Road, Mukilteo, Washington, U.S.A. 98275 Website: www.hundman.com) will release a hardcover book by Dale Sanders titled *Northern Light: A Pictorial of BC Rail in 2005*. MSRP for the all-colour book is likely to be approximately \$75.00 USD.

HO SCALE BCR WIDE VISION CABOOSE

by Sylvan Scale Models

Product Review by Paul J. Crozier Smith

HO-1113 square window version
HO-1114 rounded window version

Last Fall Sylvan Scale Models announced two versions of the BCR wide vision caboose. They sell for \$49.95 Canadian. I bought two of each. I modelled one in the PGE two tone green, one in BCR two tone green, one in the BC Rail red/white/blue "hockey stick" scheme and the last one in the BC Rail red/white/blue scheme.

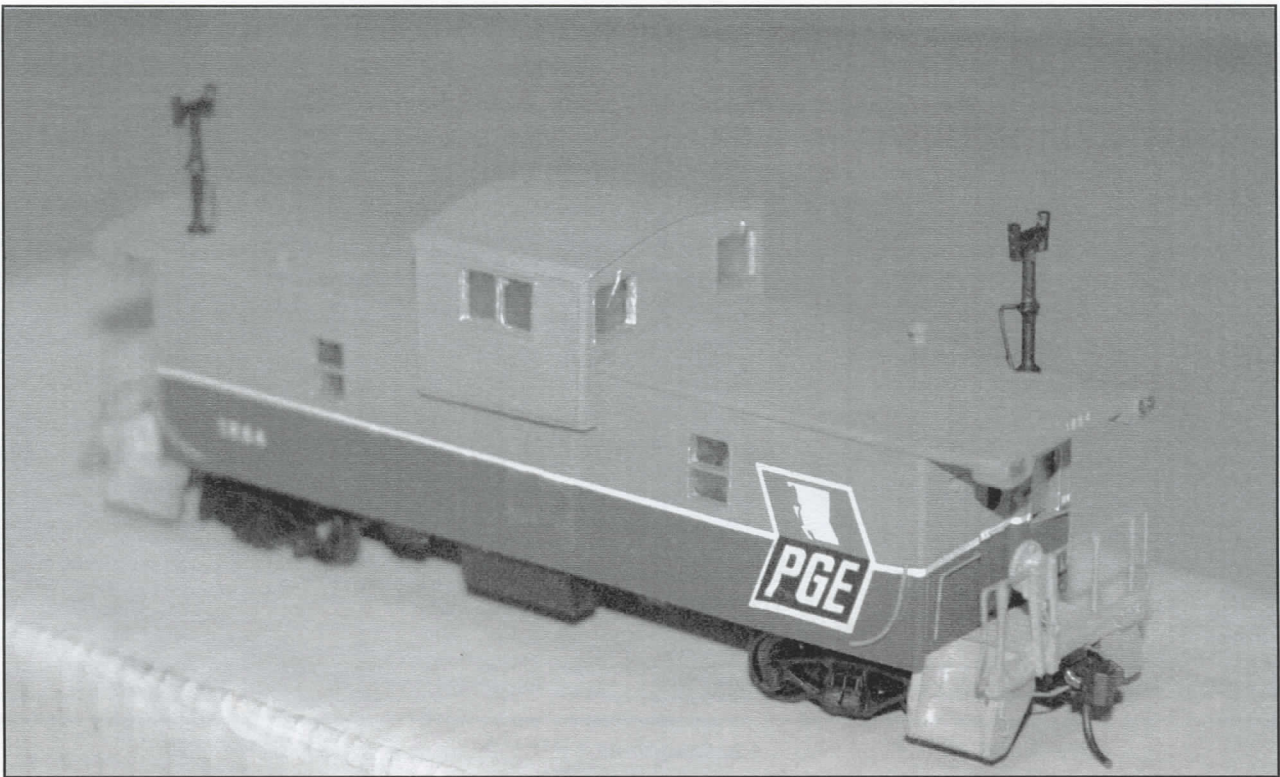
These kits come "complete" including BCR dogwood decals, except for trucks and couplers. These kits make a good start for modelling but you will need to add the finer details yourself if you want them, such as brake rigging and windshield wipers, etc.

I found the kits good but out of the four kits, one of the smoke stacks and two of the brake stand were broken and I had to request replacements that Sylvan supplied quickly and at no charge.

The castings are good though I think that Sylvan could do better. I had to fill imperfections (air bubbles) in the body castings. The end roof castings around the class lamps are too small and needed some work to get them to match the class lamp housing castings that go behind the class lamps. Also, Sylvan cast the roof of the vans as a separate piece which, as they say in their instructions, you have to be very careful in positioning when you glue them on.

As usual with PGE/BCR equipment, the more pictures you have the better in order to get the various details right. One example is the supports for the smoke stacks which some cars got and others did not.

Editor's Note: Extensive information including paint diagrams was published in Issue 23 (January 1996) of *The Cariboo*.



Model and Photographs by Paul Crozier-Smith



MOTIVE POWER NEWS

By Paul J. Crozier Smith

With the CN takeover besides the occasional CN power there has been the odd foreign unit running on BC Rail. November 27th saw the NVSQ1 ex-North Vancouver this AM with NS 2574 in the consist. It then proceeded north from Squamish on the SQPG to Prince George.

Stored unserviceable as of December 1, 2004 were slugs 403, 409, SD40-2 762 at Prince George and RS-18u 603 at Squamish. A large number of BC Rail units are wandering around the CN system at the end of November: SD40-2 model 750, 758, C30-7u model 3623, 3624, B39-8 3904, Dash 8-40CMu model 4601, 4604, 4610, 4620, 4621, 4622, 4624, Dash 9-44CWL model 4641, 4642, 4644, and Dash 9-44CW 4651. CN GP9u/slug sets on BC Rail at North Vancouver are slugs 226, 253, 273, GP9u model 7202, 7204 and 7207. There are various CN road units in varying numbers on any given day on BC Rail. As of December 4th there were Dash 9-44CWL 2509, SD40 5230, SD40-2W 5345, SD40-2 5381, SD70I 5610 and SD75I 5639.

Stored unserviceable as of January 1, 2005 were slugs 403, 409, RS-18u 617, SD40-2 762, C30-7u 3623 at Prince George and RS-18u 603 at Squamish. A large number of BC Rail units are wandering around the CN system at the end of January 2005: SD40-2 model 743, 746, 747, 750, 751, 758,

Dash 8-40CMu model 4601, 4604-4606, 4613, 4615, 4617, 4619, 4620, 4622-4625, Dash 9-44CWL model 4642, 4643, and Dash 9-44CW 4651. CN GP9u/slug sets on BC Rail at North Vancouver are slugs 226, 263, GP9u model 7202 and 7204. There are various CN road units in varying numbers on any given day on BC Rail. As of January 6, 2005 there were SD40 5230, SD40-2W model 5264, 5292, 5345, SD40-2 5381, SD70I 5610, SD75I model 5639, 5773 and CP SD40-2 5675.

Stored serviceable as of February 1, 2005 were slugs 403, 409, SD40-2 762 and C30-7u 3623 all at Prince George. BC Rail units on CN were RS-18u 617, SD40-2 model 743, 746, 747, 750, 765, 767, B39-8 3907, Dash 8-40CMu model 4601, 4603, 4605, 4606, 4610, 4612, 4616, 4617, 4620, 4624, Dash 9-44CWL 4641, Dash 9-44CW model 4649, 4651 and 4653. CN power on BC Rail were slug 239, SD40-2W 5292, SD40-2 5364, GP9m model 7051, 7205, 7243, GP40-2LW model 9547 and 9615.

CREW CHANGE

A Message From Your Editorial Staff

With the publication of this issue, Dave Barone steps down as Editor-In-Chief of The Cariboo. We would like to thank Dave for his service to our organization, and leading our publication during some difficult years.

We had one major objective in 2004: to get our publication back on schedule and publish three issues within the calendar year. We wish to thank all those who have contributed material for publication – we could not have done it without you.

We have also been working to improve the appearance, layout and content of the magazine, and streamlining the preparation and printing process in order to stay on schedule.

In future issues we hope to continue presenting historical and modelling articles. There is a wealth of information and photographs out there – if you have something to publish please get in touch with us. We would also like to present features on existing PGE/BCR layouts. If you have built or are building a layout, we would like to hear from you.

Our railway has now passed into history, and hopefully the pages of our publication will keep the memory of the PGE/BCR alive for all those who loved its trains.

MILL NOTES

ANOTHER ONE GONE, AND ANOTHER ONE GONE, ANOTHER ONE BITES THE DUST

By Dave Barone

Merger mania ran rampant in 2004, as consolidation continued to thin the ranks of independent mill operators in Central British Columbia. The latest round of mergers wiped out some very familiar brand names including Slocan, Lignum and Weldwood. What will 2005 bring? I recommend you get your photos of Dunkley Lumber now.

Fig.1 The first merger of the year was the long suspected marriage of Canfor and Slocan. The merged company is capable of producing 5.2 billion board feet of SPF lumber annually; controlling 10% of North American lumber sales, second only to U.S. based Weyerhaeuser. Slocan (formally Quesnel Lumber) operates a large sawmill complex in the Two Mile Flats area of Quesnel. All lumber is now produced and shipped under the Canfor banner.

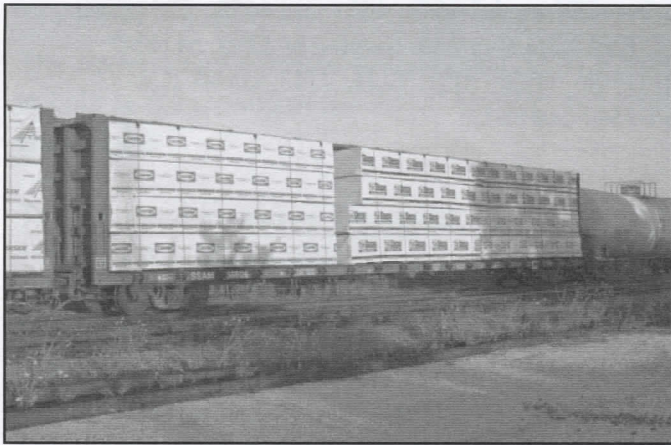


Fig.3 On December 31st, West Fraser Timber Co. finalized an agreement to acquire Weldwood of Canada from International Paper. The transaction will combine two of Canada's leading integrated forest products companies and continues the consolidation that is taking place in the Canadian forest industry. This transaction will make West Fraser the third largest lumber producer in North America with a combined production of more than 3.4 billion board feet of lumber. This will result in the loss of several brands that operated independently under Weldwood: Weldwood 100 Mile House Operations, Babine, Hi Atha, Decker Forest Products and Hinton Forest Products.



Fig.2 In May of 2004, Riverside Forest Products purchased Lignum, a family owned and operated sawmill located in Williams Lake. Riverside was no stranger to Williams Lake having purchased the neighboring Jacobson Brothers sawmill in 1994. Lignum will become the Williams Lake West Division with the former Jacobson Brothers mill operating as the East Division. About the same time as the Lignum purchase, Riverside unveiled a new corporate logo. The bold new graphics are unusual in that three separate color combinations are being used. The most common seems to feature a red-dish orange bottom band with a green top band. The Riverside Logo is blue and green. The other common wrap features a blue bottom band with a green top band. The rarest of the group features a green band on both the bottom and top with the standard blue and green Riverside logo. As we go to press it appears likely that Riverside will be taken over by Tolko Forest Products. With this news the new Riverside Logo may be short lived.





This view of **BCOL 1469** was taken at North Vancouver in September 1986 and illustrates how the standard flatcars were loaded with dimensional lumber. In this case the lumber is from one of the West Fraser mills located on the BC Rail line.

Photograph by Timothy J. Horton



BCOL X-1234 is an example of one of the railway's standard flatcars employed in company service. It carried a front end loader, portable unloading ramps, and a spare tyre. This car was used in ballast trains when a Jordan Spreader was not required. *Photograph by Andy Barber*



No. 619 leads a five unit consist at Tisdall on August 31, 1969. *Photograph by Ray Warren*



Another view of a southbound freight train led by five four axle MLW units including RS-18 No. 611. The train is seen crossing the Mamquam River at Squamish on August 16, 1969. *Photograph by Ray Warren*