

# The CARIBOO

A Publication of the PGE/BCR Special Interest Group Society

ISSUE 40

Spring 2002



## Table of Contents

### Feature Articles

- 4      **How the P.G.E. Changed My Life**  
A trip to North America became a whole new life      Basil V. Franey
- 9      **Modelling Early P.G.E. Diesels**  
GE 70 ton RS and 65 ton Switcher      Paul J. Crozier-Smith
- 14     **“SPARKY”**  
P.G.E.s 4 wheel drive #106      J.S. (Singh) Biln & David Reuss
- 19     **Full Circle**  
An interesting story by a new member      Craig Harper

### Departments

- 3      **In The News**      Paul J. Crozier-Smith
- 3      **Motive Power News**      Paul J. Crozier-Smith
- 23     **Mill Notes**      David Barone
- 24     **Products of Interest**      Timothy J. Horton
- 26     **Review of Bachmann N Scale 2-8-0**  
Greg M. Kennelly
- 27     **Prototype Photos**

### Cover Photo

Sparky at the Squamish waterfront in the 1950s, The impressive sheer face of the local mountain known as the Squamish Chief forms the background.

This area, next to the ferry dock, is where passengers from North Vancouver disembarked to take the passenger trains for the trip north. See Basil V. Franey's description of such a trip in his interesting article on page four.

## The CARIBOO Volunteers

### Editor:

**David Barone**  
editor@pge-bcr-sig.bc.ca

### Publisher:

**Donald C. Lewis**  
publisher@pge-bcr-sig.bc.ca

### Associate Editor:

**Timothy J. Horton**  
products@pge-bcr-sig.bc.ca

### Assistant Editor:

This new position is currently vacant

### Layout & Printing:

**LPD Publishing**  
11035 Pretty Road  
Winfield, BC, Canada, V4V 1H6  
Ph: 250-766-0699 FAX 250-766-4201  
e-mail: diesels@silk.net

### Advertising & Sales:

This new position is currently vacant  
advertising@pge-bcr-sig.bc.ca

### In The News Compiler/Editor:

**Brian A. Elchlepp**  
in\_the\_news@pge-bcr-sig.bc.ca

### Motive Power Notes Compiler/Editor:

**Paul J. Crozier-Smith**  
motive\_power@pge-bcr-sig.bc.ca

### Products of Interest Compiler/Editor:

**Timothy J. Horton**  
products@pge-bcr-sig.bc.ca

### Back Issues:

**Raymond L. Konrath**  
2166 Lannon Way  
Sidney, BC, Canada, V8L 4K2  
Ph: (250) 656-9998

### *The PGE/BCR Special Interest Group Society*

c/o 22-3981 Nelthorpe St.  
Victoria, BC, V8X 3Z2 Canada  
Ph: (250) 727-9870  
www.pge-bcr-sig.bc.ca  
info@pge-bcr-sig.bc.ca

### Volunteers

**J. S. (Singh) Biln, P. Eng.**      Director, Acting Pres.  
president@pge-bcr-sig.bc.ca

**Paul J. Crozier-Smith**      Vice-Pres., Director  
vice-president@pge-bcr-sig.bc.ca

**Douglas A. Race**      Secretary, Director  
secretary@pge-bcr-sig.bc.ca

**Raymond L. Konrath**      Treasurer  
treasurer@pge-bcr-sig.bc.ca

**Graham B. Bennett**      Registrar  
#22 - 3981 Nelthorpe St.  
Victoria, BC, Canada, V8X 3Z2  
Ph: (250) 727-9870  
registrar@pge-bcr-sig.bc.ca

### Subscription Rates:

Members  
Canada - 4 Issues      \$ 30.00  
USA - 4 Issues      \$ 24.00 USD  
International      Inquire  
Cariboo only      Inquire

## IN THE NEWS

### MOTIVE POWER NEWS

By: Paul J. Crozier-Smith

BC Rail finally returned Helm GP40m's 3876 and 3878 via CP Rail on May 8, 2001.

On Friday, April 13, 2001 the southbound Budds, with BC-31 leading hit a large rock at mile 112.7, rupturing the fuel tank. The following day SD40-2 757 pulled the BC-31, BC-30 and another Budd south along with eight freight cars for brakes. The BC-31 was set out at Squamish and preliminary word is that she will not be repaired.

The Whistler Northwind car Glenfraser was on the CN interchange at Brownsville on May 12, 2001. It seems the car was severely damaged by graffiti while in transit.

BC Rail ran a charter on May 18, 2001. The itinerary was as follows: 09:00 spot train to passenger station, 09:30 board passengers, 10:00 depart North Vancouver, 12:00 arrive Squamish, wye entire train in Squamish, 14:00 depart Squamish and 16:00 arrive North Vancouver. The consist is FP7 CP 4069 (WCRA owned), Shalath power car (196180), Mt. Garibaldi open car, Capilano (156520) with vestibule facing north, Brunswick (155950) with vestibule facing south, Sunset Beach (156280) with vestibule facing north and Horseshoe Bay (125050) with vestibule facing south.

BC Rail has purchased six more ex-LMX B39-8E's owned by ATEL. They were all moved to CEECO in Tacoma, Washington for work prior to going into service on BC Rail as 3906-3911. They are ex-LMX 8516, 8526, 8549, 8556, 8559 and 8566 and are to become BC Rail 3906-3911 respectively. All were at Ceeco by June, 2001. The first four 3906, 3908, 3909 and 3910 were delivered at North Vancouver on November 2, 2001. The last two 3907 and 3911 arrived in the first week of January, 2002.

The CPR 4-6-4 2816 had problems involved in manufacturing castings for the superheater. The CPR is using 1940's period alloys in the castings and a problem is arising because today's foundries are not familiar with those alloys. It was steamed early in August. Steam up was on August 11, 2001 for the first time in some years. A federal boiler inspection, under steam, was done Wednesday August 15, 2001. Passing the inspection the engine was moved to the CP yard in Port Coquitlam. Trials and break in runs will commence on CP's Cascade Subdivision. After the trials 2816 returned to the BC Rail steam shop for final fitting of the boiler jacket and preparation for a September 19 five day trip from Vancouver to CP headquarters in Calgary. On September 19, 2001 she started

her five day trip to Calgary at 09:00 from the Port Moody WCE station. The schedule was as follows:

#### Operating Schedule - - Inaugural Run

Wednesday September 19, 2001

Port Moody	09:00	depart
Coquitlam	09:30	
Mission	10:30-11:00	
Aggasiz	12:10-12:40	
Yale	13:40-14:10	
North Bend	15:45	stage at CPR
Terminal		

Thursday September 20, 2001

North Bend	08:00	depart
Lytton	09:10-09:30	
Spences Bridge	10:30-10:50	
Ashcroft	12:00-12:30	
Savona	13:20-13:40	
Kamloops	15:00	stage south side of yard, near CPR station, access off Lorne St.

Friday September 21, 2001

Kamloops	08:00	depart
Salmon Arm	10:45-11:45	
Sicamou	12:40-13:00	
Craigellachie	13:45-14:15	
Revelstoke	16:00	stage west side of yard, adjacent to Victoria Rd., north of 4th St.

Saturday September 22, 2001

Revelstoke	08:00	depart
Glacier	10:00-10:20	
Golden	12:10-13:30	
Field	14:30-16:00	time zone change to MDT
Lake Louise	17:00-18:30	

Sunday September 23, 2001

Banff	09:30-11:00	north side of tracks near train station
Canmore	11:30-12:00	CPR mainline between Railway Ave. & 17 St.
Cochrane	13:00-13:30	CPR mainline between River Ave. & 4 Ave
Calgary	15:30	stage adjacent to 9th Ave S.W., between 7 & 8 St.

All times approximate

Dash 8-40CM's 4805, 4607 and 4623 to 4626 have received upgrades to Dash 9-44 standards in the last two years. The exact dates are not known. This leaves 4608 and 4613 to receive this upgrade.

With the election of a new government the provincial Liberals did not wait long to put their stamp on the BC Rail executive. To bring a "new spirit" to the railway, BC's new Transportation Minister Judith Reid announced some leadership changes with BC Rail. Appointed was John McLernon to the Chairperson of the railway, Ms. Reid noted that the goal will be to run the railway and shipping terminal (Vancouver Wharves) efficiently and cost effectively to BC citizens. She also stated that the railway will not be

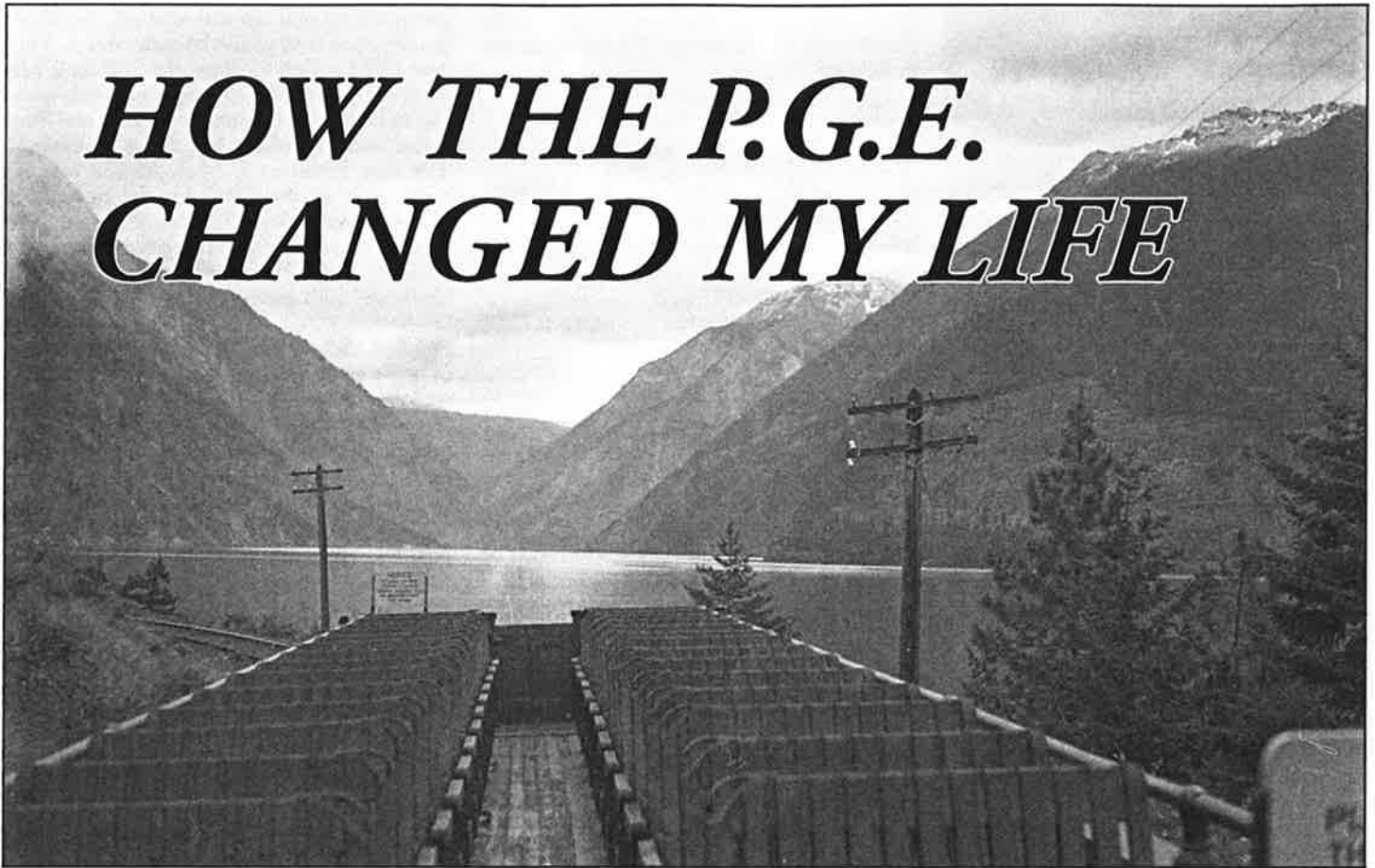
privatized or split up and sold off, and that passenger services would be maintained. The new CEO is Bob Phillips who will have his work cut out for him to meet these goals with the reducing coal revenues to zero and the forest industry which having its problems. The new President is Mark Mudie who is responsible to the CEO for the operation of the railway itself. Mr. Mudie appointed Paul Brent as General Manager of passenger services. Mr. Brent will also face some challenges with the aging Budd car fleet.

BC Rail did a great job for the promotion of their passenger service when a planned wedding aboard the "Pacific Starlight" went array. The couple had planned their wedding in Quilchena Park then the reception on the train. Everything was going great until the marriage commissioner failed to show up (she had apparently gone to the wrong place). The couple decided to go ahead with the reception even though they were not yet officially married. The father-in-law mentioned to the bartender on the train what had happened, he subsequently told the train manager who decided to do something about the problem. An effort was stated to find a substitute commissioner. One was finally located at West Vancouver; however, the taxi company would not transport the commissioner without prior payment. The train manager had a BC Rail employee pick her up and bring her to North Vancouver station, and as the guests detrained the couple discovered that BC Rail had setup a tent with chairs and tables, fresh linen and flowers. With extra guests off the train the couple married and given a bottle of champagne and a gift certificate for return trip on their first wedding anniversary by BC Rail. Now that is service! Congratulations to BC Rail staff.

No sooner had the announcement been made by Judith Reid, Minister of Transportation of the commitment to BC Rail, when the Government of British Columbia informed BC Rail that it will not provide the approximate \$4 million in funding that is required for the rebuild of the 2860 Royal Hudson steam engine and the Consolidation 3716. As a result, the work on the two locomotives cannot go forward. It should be noted that the Province owns both steam engines and the related coaches, and BC Rail has historically operated and maintained them for the Government. BC Rail went to the Government for funding because the Royal Hudson service locomotives needed an extensive overhaul if they were to continue in service and the railway didn't have the capital available to do the work. BC Rail has informed the unions concerned of this decision not to proceed with the work and the resulting steam shop shutdown. Expect BC Rail to cut more of the passenger services as they lose money and the BC Government is looking to cut costs by 20 percent to 50 percent. The only passenger train that apparently makes any money is the Pacific Starlight dinner

*continued on pg.21*

# HOW THE P.G.E. CHANGED MY LIFE



## A trip to North America became a whole new life for me

by: Basil V. Franey

June 15th 1949 - not a date to go down in world history but, for me, a day that would change my life forever. I was to start on a trip I'll never forget.

You see, I was a young guy who had grown up in Britain, having a love of trains and being inspired at the thought of one-day visiting North America. I wanted to see these huge freight trains I had read about, tackling mountain grades over the Alleghenies pulled by enormous steam power and the spectacular railways in the west winding their way through tortuous mountain gorges, across hair-raising trestles and off into the wilderness.

By 1949, I finally had enough money saved up for a transatlantic crossing on the "Queen Mary" and to buy a rail ticket (consisting of strip coupons and extending about a yard long) from New York to the Pacific coast and return.

After crossing in slow stages to San Francisco, I headed north for Vancouver with one objective in mind. Someone had told me about this incredible railway  
*4 The Cariboo*

known as the Pacific Great Eastern that apparently ran more or less from nowhere to nowhere but the few people who knew about it claimed it was one of the best train trips you could take anywhere in North America.

On arrival in Vancouver, I made a quick call to the PGE and learned they offered a two-day excursion package, from Vancouver to Squamish by ferry, then by train to Lillooet, overnight there and back the next day, all meals and accommodation included. The price was right so at 9:00 AM the next morning found me on the dock at the foot of Carrall Street waiting to board the M.V. "Lady Rose". At this point I will quote from the diary which I still have - "Caught steamship at 9:30 AM to Squamish, north of Vancouver, then transferred to Pacific Great Eastern train which left 1-1/2 hours late due to loading of mail, etc (three exclamation marks in diary).

Travelled a lot in open observation car at the rear through very wild country with towering precipitous mountains

covered in snow. It rained a little later on and snowed on the higher ground but all looked very lovely. Very weird railway with grass growing all over the track and very old coaches which rode atrociously. Arrived at Lillooet about 9 pm and had transportation to Craig Lodge two miles away for night's sleep, all arranged by railway."

"Thursday, June 16th. Was awakened at 7 am in time to catch 8 am train stopping at Craig Lodge, had breakfast on train straight away as light was very dull for photography. Weather brightened a little later in the morning so was able to ride in open observation car all the way back to Squamish. No signaling on railway - freight train could be heard following us when we were waiting at one station and they had to send a man back waving his hands to stop the freight! Boat trip back to Vancouver very sunny and pleasant" (end of quote).

To expand on the diary notes, let me describe what a 1949 trip was really like. First the boat trip alone was worth the price of admission. Out of the Vancouver harbour, under the Lions Gate Bridge, round Point Atkinson and up Howe Sound. What scenery, I had never seen anything like it. Having grown up in the suburbs of London I was overwhelmed.

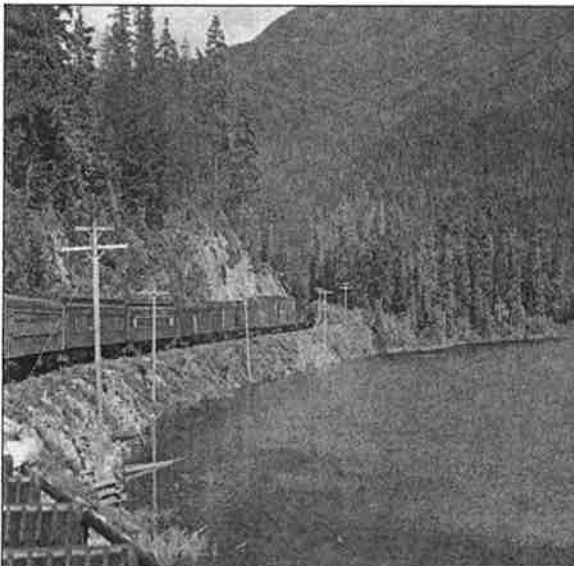
People on the boat were telling



*Cheakamus Canyon heading north.  
I wasn't the only one wanting to see the  
Mikado onto the bridge.*



*In the vicinity of Alta Lake which is now  
the Whistler/Blackcomb ski and summer  
resort north of Squamish.*



*Our train is travelling alongside  
Alta Lake. I am amazed by the  
mountains we are heading into.*

me why the railway started out at Squamish because it would be impossible to build a railway along the shore of Howe Sound, the mountains were simply too precipitous, dropping straight down into the ocean depths. (Events within not many years were to prove them wrong when the Socreds

spent a bundle to do just that).

There were problems docking at Squamish because a very strong wind was bouncing off the rock face of the Stawamus Chief and every time the deckhand threw a line to a man on the dock it fell back into the water and the skipper had to back way off and make another attempt. This operation took the best part of half an hour before we were safely tied up. There down at the end of the dock was a very peculiar looking train. Of particular note was a flat observation car

with low sides, no roof and simply open-slatted wooden seats arranged in rows all facing forward.

Ahead of that was a motley collection of passenger cars, some with clerestory roofs and one with a metal smoke stack sticking up something like out of a cabin in the woods. This proved to be the diner. Up front, no sign of locomotive even though we were due to leave shortly. After brief chat with an elderly Indian lady smoking a white clay pipe, I noticed steam up ahead and it wasn't long before a 2-8-2 Mikado backed down and hooked on to the train.

After further delay, we were eventually under way and almost immediately after leaving Squamish Town (the first stop!), we plunged into the wilderness. This was a very isolated community in those days with no roads to the outside world. The things I remember mostly about the train was

how relatively few people there were aboard, how magnificent the scenery was and how amazing it was that we stayed on the track! As for the equipment, perhaps the photographs will speak for themselves.

Being alone in the observation car, I did witness something that must have given the people in the diner a bit of a shock. We were backing into a siding somewhere to allow a southbound freight to pass. Near the end of the spur a boxcar was parked but I guess the engineer couldn't see it but I could tell we were going to hit it. Traveling at about 5 mph, I sat down and braced myself against the seat and no harm was done but I wondered what must have happened to people's cups of coffee and soup up ahead! Amazingly, no derailment and we were on our way as if nothing had happened. On a long day's trip, the excitement sometimes wears off as the day advances but not so for me on this trip.

The last call for dinner had me heading for the diner where a delicious full-course meal was served on white linen in the wildly riding car. (I can't imagine how the galley staff ever prepared a meal). At about seven in the evening, wondering if there would be anything more of note to see, imagine arriving first at Anderson Lake and then, although the light was fading, discovering the awesome beauty of Seton Lake with the train teetering on seemingly impossible ledges at water's edge.

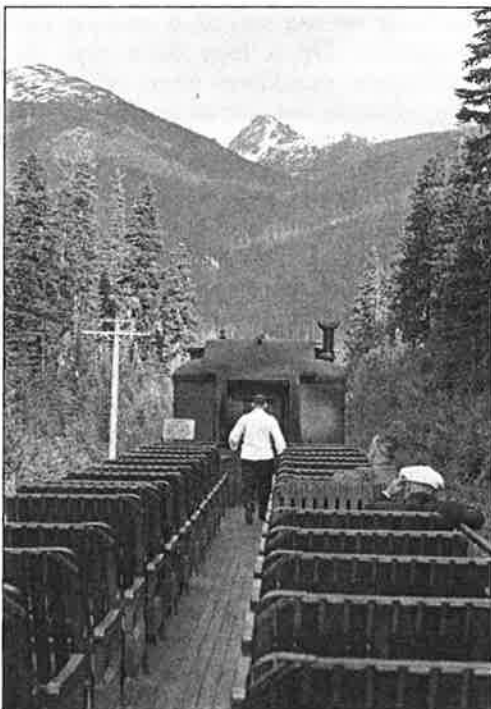
Overnight at Craig Lodge was all too brief. Even though this was June, we were greeted by a huge log fire, there were (heads of) stuffed animals on the walls, antique furnishings and a superb location right at the eastern end of Seton Lake. Sadly, I learned the lodge was due for demolition within a few years to make way for a hydro project and all that remains now is a waypoint. Standing in the cold next morning at the adjoining whistle stop, my pulse quickened as I listened to the southbound climbing up the gorge from Lillooet.

I headed immediately for the diner and had a hearty cooked breakfast while winding along the shore of Seton Lake. Four boxcars, one baggage car, one incredibly decrepit enclosed passenger car, one diner and the open observation car - now that's what I call a mixed train! There were even fewer passengers than on yesterday's northbound which I think was headed through to the end of steel at Quesnel whereas the southbound originated at Lillooet. Seeing it all over again in the opposite direction was still

enchanting for me and by the time I detrained at Squamish I knew one thing for sure - this was the land for me. I decided there and then that after returning to Britain to organize, I would emigrate to British Columbia. Six months later found me back in Canada and that is how my life was changed by a journey on this incredible railway fifty odd years ago.

*June 15th 1949 - not a date to go down in world history but, for me, a day that would change my life forever.*

*It was a trip I never forgot.*



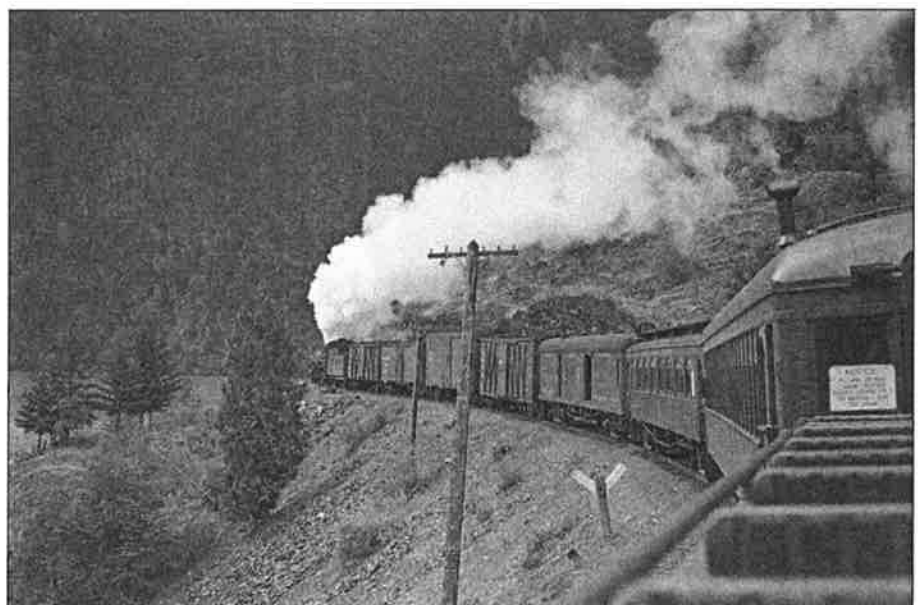
**Top Right** Our train rounds Green Lake north of what is now Whistler. I don't have many companions this early.

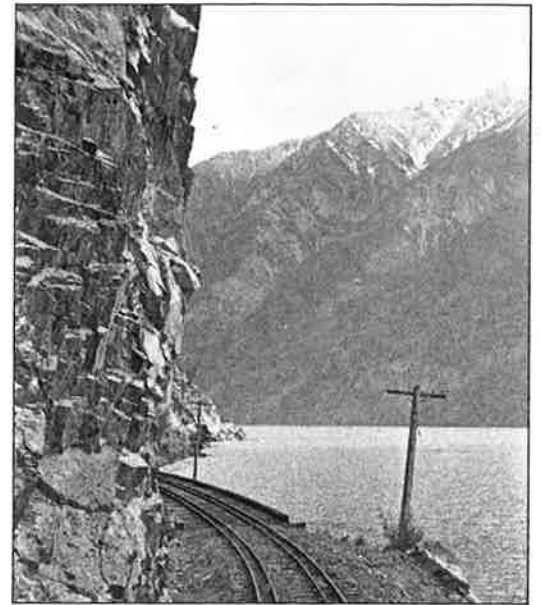
**Above** The dining car steward has just given the first call for dinner, so I guess I know where everyone is.

**Right** North of Green Lake, imagine having dinner with linen table cloths on a train such as this!

**Center** Looking south Seton Lake gives a spectacular frame to this picture when I had the observation car all to myself.

This view was also used on the previous page.





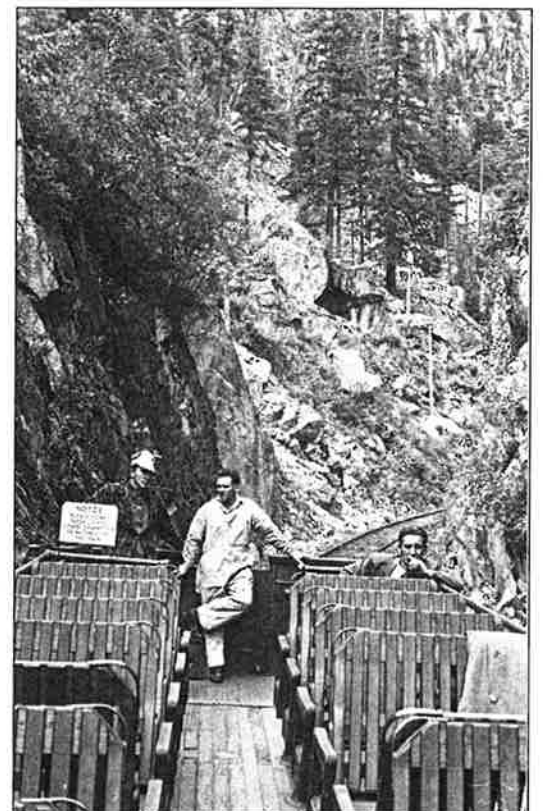
*Upper left & above Anderson Lake from the observation car, first looking north, then south, How did they build this line!*

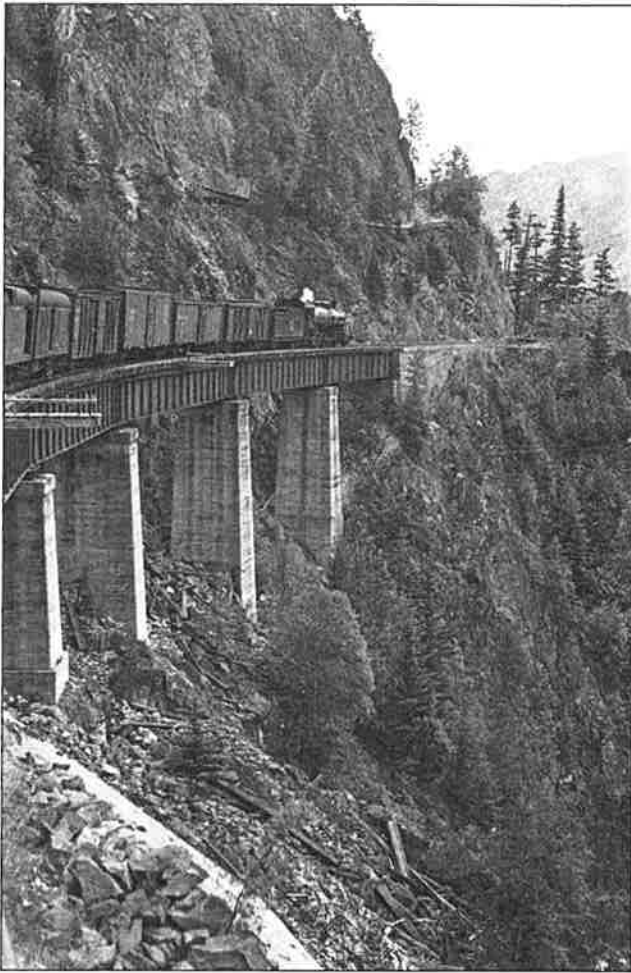


*Left We are stopped in a whistle stop siding as a southbound freight approaches.*

*Lower Left Rounding a curve near Pemberton our trip is almost over, but the scenery is still fantastic on this second day.*

*Below Back in the Cheakamus Canyon. Sign at rear of car reads "Please do not throw lighted cigars, cigarettes or matches off the train"*





*Right after taking the picture on the previous page, I turned and took this one of the train crossing the spectacular Cheakamus Canyon bridge.*



*Lower Cheakamus area on return trip to Squamish.*

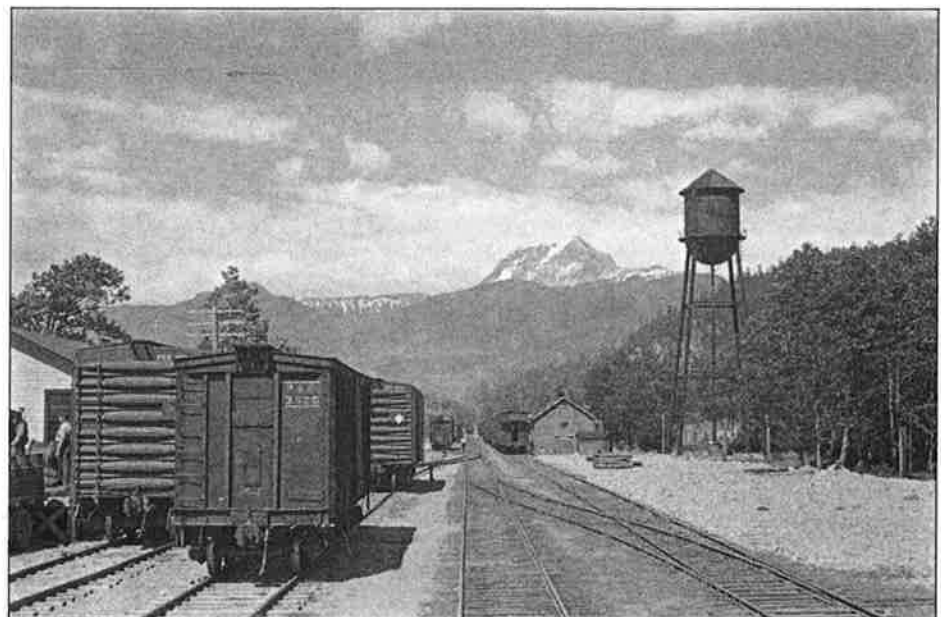


*In the vicinity of Brackendale and our trip is almost over.*

*Mr. Franey took a second trip six years later in 1956*

*That train unfortunately was pulled by RS-3 units, but the photography was even better as he now had 35mm colour to work with.*

*We will present his 2nd trip in a future issue of **The Cariboo***



*Here we are back in the yards at Squamish Town, looking north from the observation car.*



# Modelling Early P.G.E. Diesels

## G.E. 70 Ton Road Switchers & the 65 Ton Switcher

By: SIG Member Paul J. Crozier-Smith

*Modelling these diminutive diesel units has always been a challenge that I wanted to tackle.*

*But due to a lack of reasonably priced drive units, the project eluded me.*

Modelling these units has always been a challenge that I have wanted to tackle. In recent years there have been a number of options for modeling the 70 tonner, but the 65 tonner has remained elusive. When Bachmann came out with their HO 44 tonner and 70 tonner, a viable alternative became apparent.

### A Bit Of History

Purchased new by the Pacific Great Eastern Railway on June 30th, 1948 from General Electric was a 65 ton centre cab diesel the railways first. This 65 tonner was a locomotive that was designed for industrial use more than for small mainline railways like the PGE. Powered by two Cummins 600 hp in-line 6 cylinder engines, 551 was the PGE's first diesel and of course the beginning of a learning experience.

The railway quickly found that she was really not suited to road service and the locomotive was soon relegated to yard and work train service. She was even leased to Jamieson Construction for a period while they worked on an extension of the line.

The 70 tonners were a more successful proposition for the railway's fledgling dieselization program. Two units (552-553) were purchased in March of 1949 followed by 554-555 in June of the same year. 556-557 followed in February of 1950. The first two units had only roof top ventilation while the next four had ventilation louvres on the hood end.

All the 70 ton units were fitted out for multiple unit (MU) operation, though, were seen singly or in the original matched pairs most often.

### Modelling Note

First of all, get as many pictures of the units you want to model as possible. This is always true of PGE/BCR/BC Rail equipment but particularly true for these units.

### The 70 tonners

These units came from GE in two carbody styles and varied considerably in detail over the long years of service on PGE.

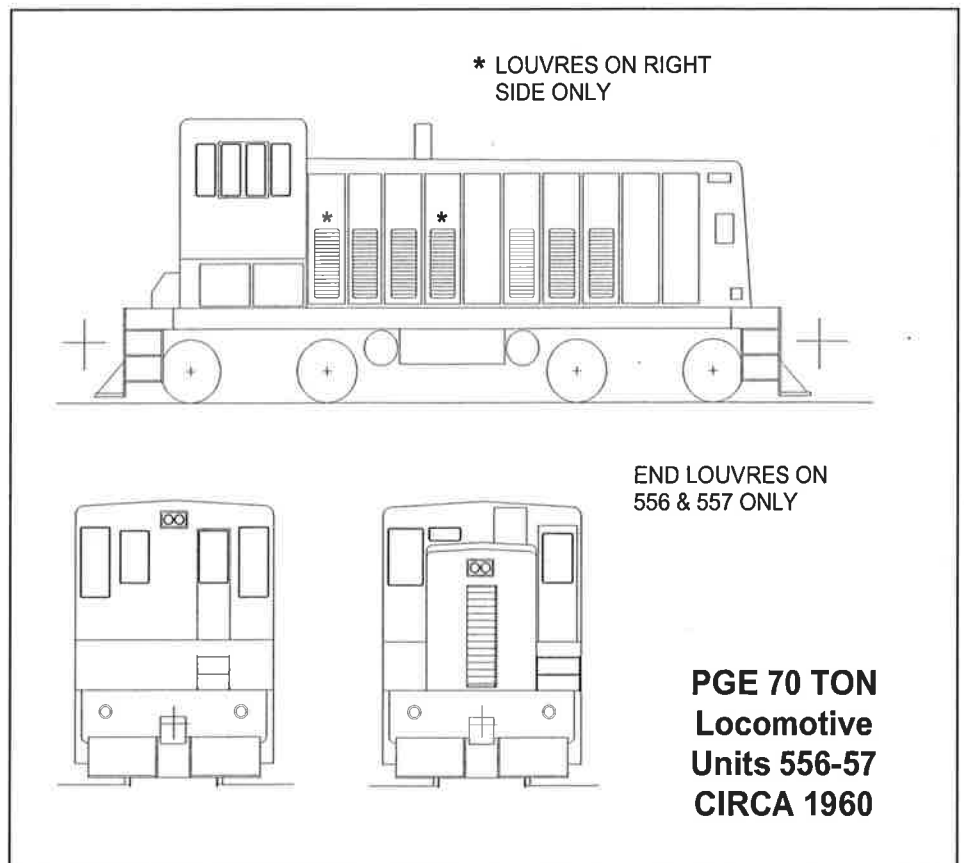
The 70 tonner is fairly easy to do. Pick the unit you want to model and get the appropriate Kaslo Shops kit: HL-3 for the early 70 tonners (552-555) and HL-5 for the later units (556-557). I chose to do 556 so I ordered the HL-5 kit.

First, remove the body from the Bachmann 70 tonner and set it aside for later. Assemble the Kaslo kit as per their instructions. You are then ready for the details.

When it comes to details, again I cannot stress enough the need for pictures, as the details varied over the life of the units.

The 70 tonners had steam boiler tube pilots at one time in their life. My model is of 556 in her later years, so I did not need this feature. You will need to fabricate window shades. I used some .015 strip styrene cut to scale 9 in. by 2 ft. and centered it over the windows on both sides of the cab.

I then fabricated four wind deflectors from the same strip styrene to a scale 1'x 3'. These were very difficult to create with the open area in the middle for the



window material. With this experience, after building the four, I chose to make a casting of the best of the four, as I would need them for the 65 tonner as well.

Next I used .015 brass wire to form the handrails and stanchions, although you could use the Bachmann ones with a modification or two. I used Detail Associates coupler lift bars and a K5 horn for my model. To fabricate the MU receptacle, I used a piece of .030 styrene sheet cut to a scale 9"x9" and placed it on top of the running board centered under the handrails on each end of the locomotive. I then mounted a Detail Associates MU receptacle to this block.

This left the MU hoses. PGE for a period of time mounted these high on the end handrails. To do this I glued a strip of .015 styrene between the outer and center standions. I formed some brass wire to form the pipes that go up to where the hoses mount. I then mounted the hoses.

That left painting the body PGE orange, and everything from the running boards down black.

Decals were custom made by Daly Designs. (dalys@direct.ca). This completed the 70 tonner. Now to the more challenging part of this project.

### ***The 65Ton Switcher***

Creating the 65 tonner started with a Bachmann 44 ton model. A note here: the 44 tonner and the early 65 tonners had the same carbody. The only real difference is that the 65 tonner has a longer and heavier frame with end steps.

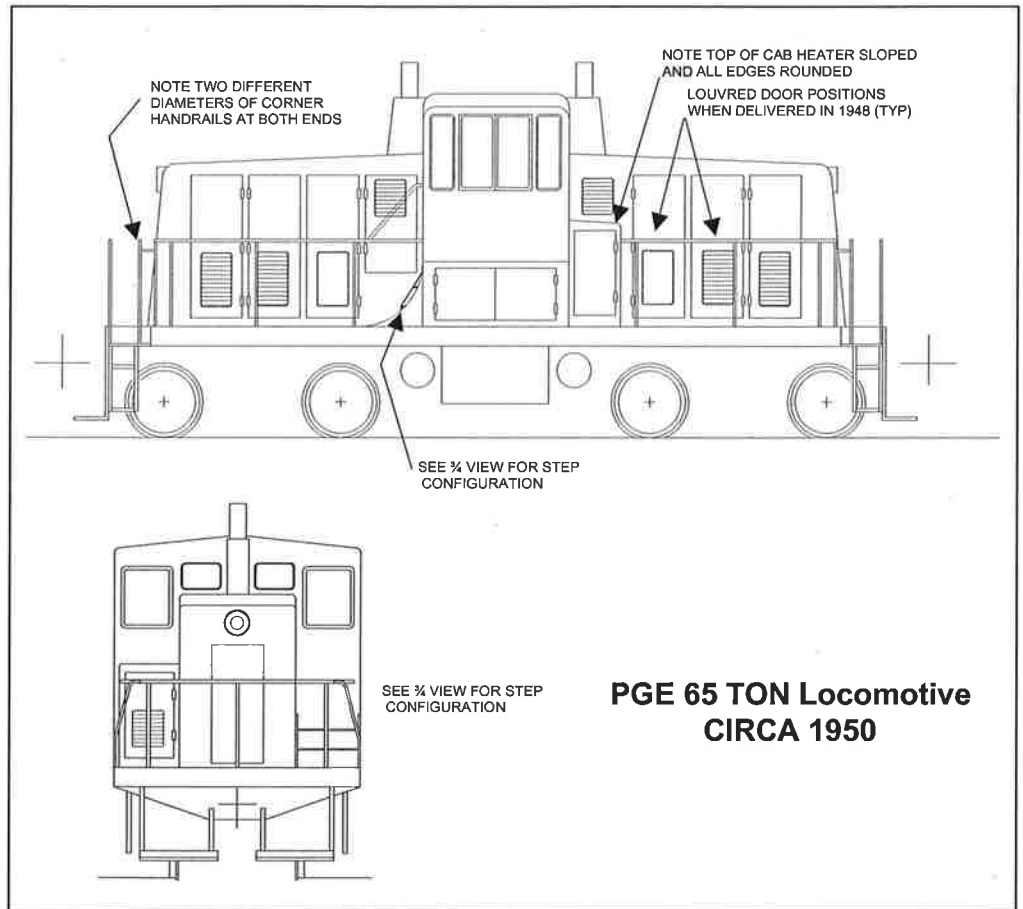
With a little measuring in photos and research, I was able to determine that the 65 tonner has a frame similar to the 70 tonner. I therefore took the body off the 44 tonner, carefully cut the body from the frame/running boards and discarded them. I then took the Bachmann 70 tonner body that I had removed from the 70 tonner in that project, and did the same thing with it by separating the body from the frame.

This time, however, I kept the frame and discarded the body. The next thing is to fill the holes that Bachmann used to attach the cab to the frame. I used a little styrene to give me a base to fill against, then filled the holes and sanded them. I then fitted and located the 44 tonner body on the frame, marking the frame for future reference. The body should be centered. Once that is done, set the frame aside until later. Next, you need to cut holes for the louvre sets into the doors of the body. There are large louvre sets on the last two

doors on each side of each hood. These large louvres are set low on the doors. There is also a small set of louvres on each hood on the last door closest to the cab door. These small louvres are set high on the hood. You can fabricate these louvre sets by cutting the louvres from the discarded Bachmann 70 tonner body. I did this with a couple to make the masters and then cast the number needed. I then cut the grille from the ends of the hoods. I took .015 sheet styrene and glued doors on the inside of the openings that I just cut into the ends of the hoods. Cut the curved piece off the cab on the none stair side of the cab on both sides.

measures a scale 2.75ft x 7ft x 8.5ft. Two notches will have to be cut in the center of the 8.5ft tank walls to allow for fitting the Bachmann drive assembly, after which it can be set aside.

Now we are down to the details. The K5 horn needs to go to the roof of the hood. I then mounted .015 styrene strip scale 2ft long for window shades. I cast four more wind deflectors for mounting on the cab. I then applied Detail Associates coupler lift bars and Utah Pacific windshield wipers. This leaves the handrails and standions, which I formed from .020 & .015 brass wire. Paint the body PGE orange, and the running boards



I then mounted the louvres in the holes that I had made for them. Once this was done, the body was mounted to the frame as marked. The next thing that needs to be done is to fabricate two boxes a scale 1.75ft x 2ft and 3.5ft high. These boxes have doors on them, so I used doors cut from the 70 tonner body. The doors on the boxes that face the running boards have a small set of louvres in them. Once these are created, glue them to the running boards and cab where there are no steps.

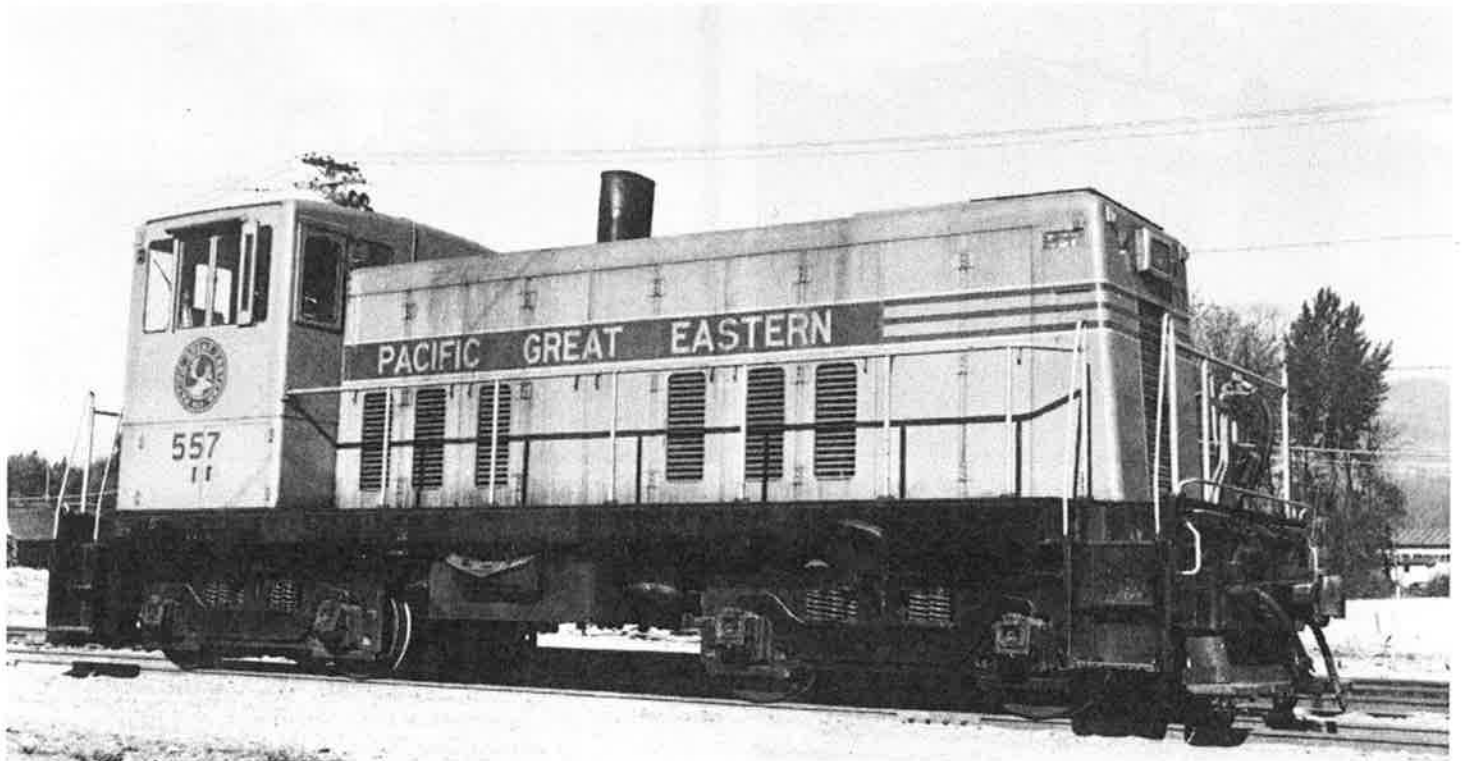
I then took the headlight casting that comes with the 44 tonner and cut off the fairing square. I inserted the remaining tube into place on the hood flush with the end. Next, fabricate a new fuel tank which

down with black. Now assemble the body/frame section with the Bachmann 44 tonner drive train. Once that is done, all you need to do is attach the new fuel tank.

The model is now ready for the decals, which I again had Daly Designs custom make for me.

Good Luck

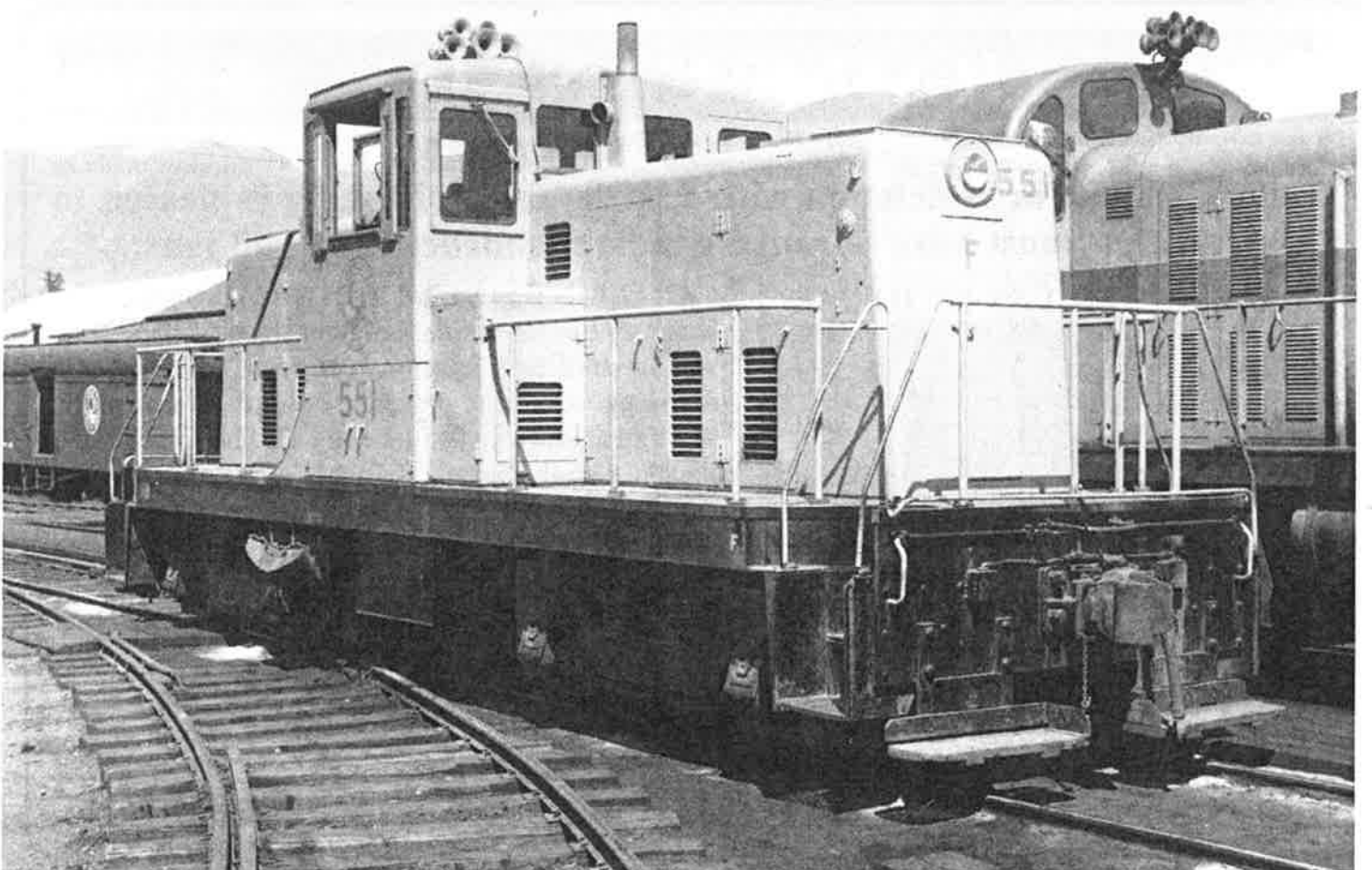
Send a picture of you efforts to  
*The Cariboo* for everone to share



Stan Styles took this photo of 557 in the yards at Squamish in April of 1957. This is the second generation paint work and the unit had the later footboard pilots. Note the absence of an extra headlight.

551 a GE built 65 ton switcher at Squamish yards in this Bert Mills photo taken in the early 1950s. Both this unit and the group of 70 tonners had the unique style of handrails described in the text. Note louvered door positions compared to the earlier photos on the next page and on page 27.

*photos from the Authors Collection*





*Top Left* 556 and 557 at Quesnel, on July 16, 1950 five months after delivery in the original paint scheme shown on the page 13 paint diagram.

*Ernie Plant Photo, Wilbur Whittaker Collection*

*Left* 557 at Quesnel a day earlier on July 15th, 1950. This straight on side view should help the modeller check his proportions and locations of paint details on this unit.

*Ernie Plant Photo, Wilbur Whittaker Collection*

*Above* New 551 at Jasper, Alberta on the Canadian National enroute to PGE in 1948. This view was chosen to show the step details at the cab doors, and the location of the louvred doors when delivered.

*Matt Hedley Photo, George Carpenter Collection*



# TRAINS CANADA®



For more information on this and other products

3801 - 16th Street S.E., Calgary, Alberta, Canada T2G 4W5

Telephone(403) 265-3351

Fax(403) 265-3171

[www.trainscanada.ca](http://www.trainscanada.ca)

**Trains Canada® in association with Prairie Rail Publishing is pleased to present a 'must have' for all Canadian modellers and rail fans:**

## CANADIAN RAIL CAR PICTORIAL

Volume Nine: Pacific Great Eastern/British Columbia Railway Boxcars (Part 1)

by Timothy J. Horton



**CANADIAN RAIL CAR PICTORIAL** is a series of books written for Prairie Rail Publishing. Volume Nine was written by Timothy J. Horton. This volume contains 42 large format colour photographs illustrating the paint and lettering schemes used by the Pacific Great Eastern/British Columbia Railway. Designed especially for the modeller, the text identifies each car's builder, spotting features, built and service dates. Those wanting to build, detail, paint, letter or weather their own equipment will find the information presented invaluable!

**Available Immediately.**

**Item # 14-12**

Features: Landscape Format - 11" x 8.5"  
All pictures printed four colour process

Acid Free Gloss Coated Paper  
Printed in Canada

**Don't miss out! Order now from your favourite Hobby Shop**

ROAD NUMBERS  
9" HIGH BLACK

BLACK HERALD  
24" DIAMETER ON  
ORANGE BACKGROUND

DATA BASED ON PHOTOGRAPHS A

HANDRAILS AND  
POSTS YELLOW

CARIBOO HERALDS  
FACE FRONT OF  
LOCOMOTIVE

TRUCKS AND  
UNDERFRAME  
BLACK

WALKWAY TREAD  
SURFACES BLACK



P.G.E.

GREEN ● BLACK ● ORANGE ●

**GE 65 TON (as delivered paint work)**

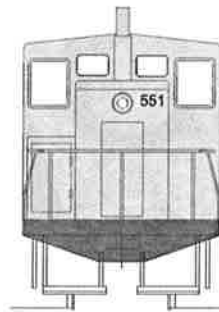
The first diesel locomotive on the Pacific Great Eastern Railway was this diminutive 65 ton switcher. Purchased new in June of 1948, it stayed on the property until 1956 when it was purchased by Macmillan Bloedel for their pulp mill at Harmac B.C..

Powered by two Cummins 600 hp, in-line six cylinder engines, it had a tractive effort 20,000 ft. lbs. at 5.4 mph.

The five chime horn on the roof and the exhaust stack extensions gave the unit a tall husky look.

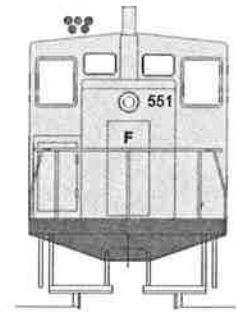
When 551 returned from Jamieson Construction in 1953 it was repainted with green lettering and heralds

ROAD NUMBERS  
5" HIGH BLACK



REAR

ROAD NUMBERS  
5" HIGH BLACK



FRONT

HANDRAILS AND  
POSTS YELLOW

DATA BASED ON PHOTOGRAPHS B

GREEN HERALD  
28" DIAMETER ON  
ORANGE BACKGROUND

15" WIDE GREEN STRIPE  
1" WIDE YELLOW BORDERS

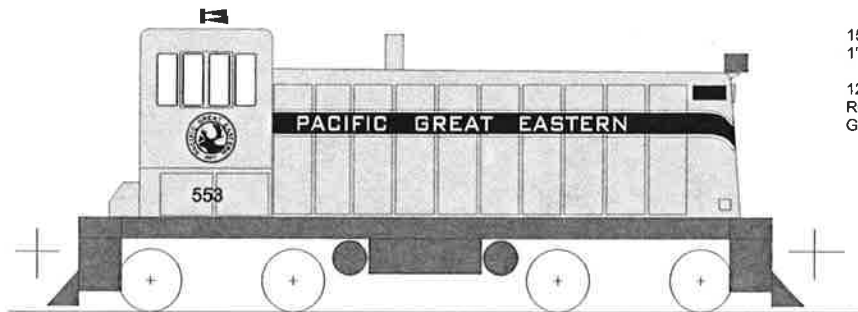
CARIBOO HERALDS  
FACE LEFT ON BOTH  
SIDES OF LOCOMOTIVE

12" HIGH ORANGE  
ROAD NAME ON  
GREEN STRIPE

ROAD NUMBERS  
12" HIGH GREEN

WALKWAY TREAD  
SURFACES BLACK

TRUCKS AND  
UNDERFRAME  
BLACK



PGE RS-6

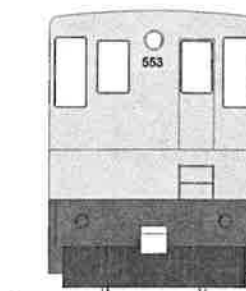
YELLOW ● GREEN ● BLACK ● ORANGE ●

**GE, 70 TON, 600hp B-B ROAD SWITCHER**

The first road switchers for the PGE came in the form of three pairs of G.E. 70 ton units designated RS-6. The first pair arrived in March 1949, the next in June of that same year and lastly in February of 1950. 552 & 553 came with a single large headlight. It is believed that the railway added the steam locomotive head above the original, along with the black five chime horns.

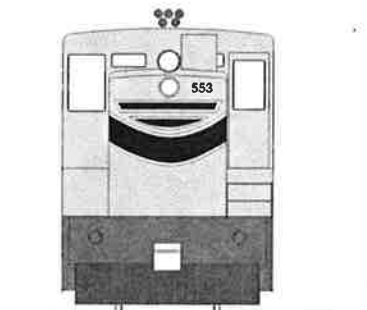
Also unique were the tube type pilots on both ends. Initially they seemed to have been operated in pairs, 552-553 etc. The nose stripe treatment for the green & yellow was very reminiscent of the first CPR units from Alco.

ROAD NUMBERS  
5" HIGH GREEN



REAR

ROAD NUMBERS  
5" HIGH GREEN



FRONT

LPD  
PUBLISHING

© **Rail Canada** MINI SERIES 2-1

**PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS**

Section -- DIESEL LOCOMOTIVES

Subject -- PAINTING DIAGRAMS

Railway -- PACIFIC GREAT EASTERN

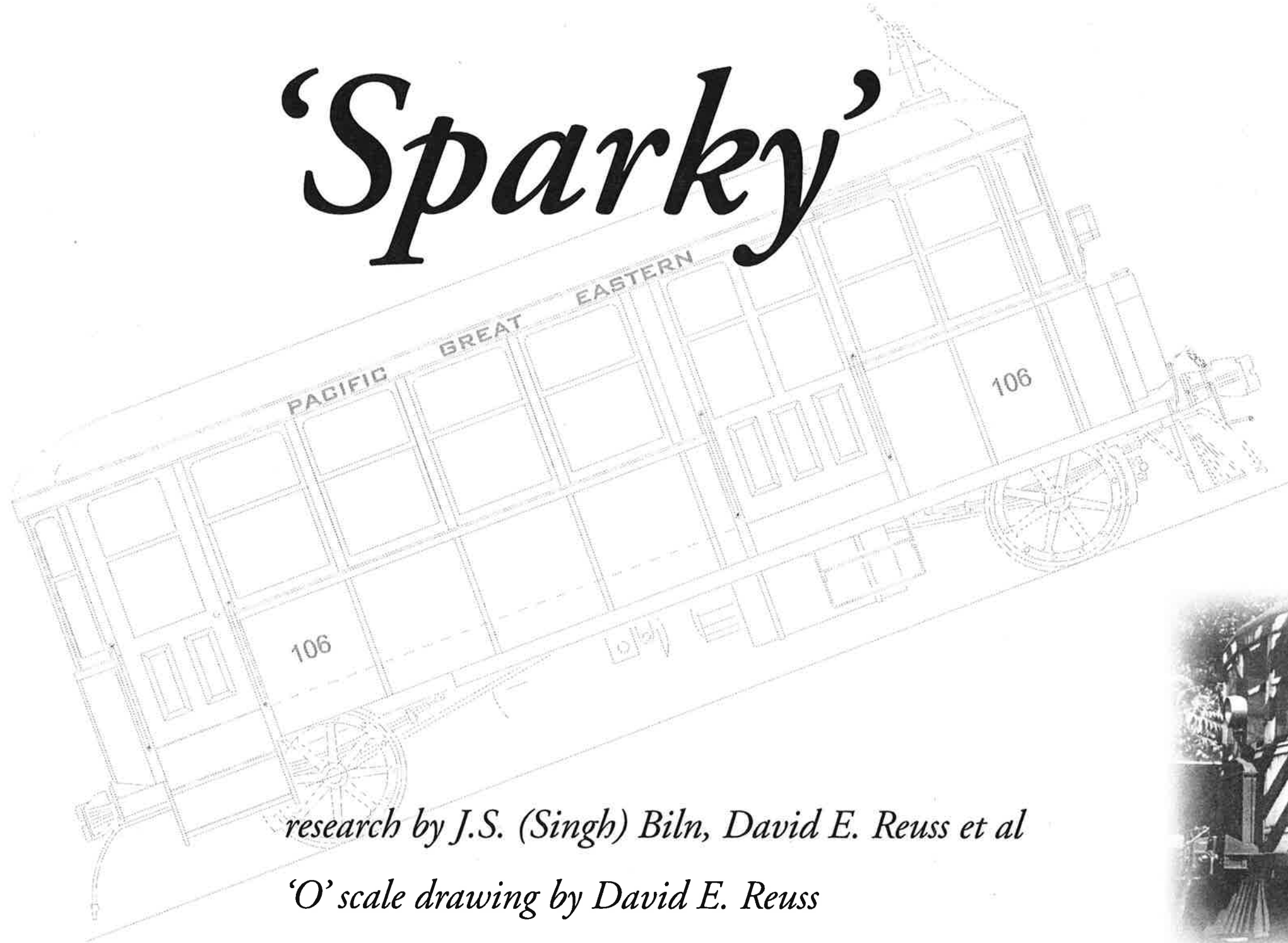
Oct 28, 2002  
April 22, 2002

Revision

Date: October 11, 1999 By: D.C.L. Drawing N° D-20101

# PGE's Four Wheel Drive #106

## 'Sparky'



research by J.S. (Singh) Biln, David E. Reuss et al

'O' scale drawing by David E. Reuss

Meet "SPARKY" the favourite rail bus of the P.G.E. Boosters here in the Lower Mainland - just the size for small group excursions. This little car had a serious purpose however, it was used to bring train crews from the Squamish shops down to the dock in the days prior to the tracks being extended to North Vancouver.

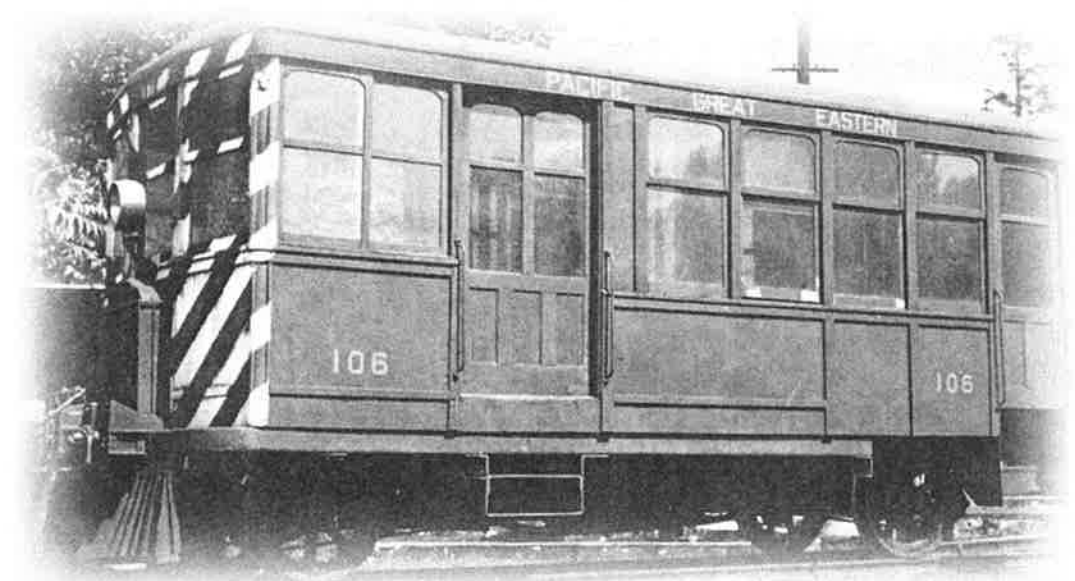
There is some mystery about the origin of No. 106, as it was assembled below the old Georgia Viaduct in a B.C. Electric Railway shed that had two tracks and overhead wires. The Four Wheel Drive Auto Co. of Clintonville, Wisconsin had supplied heavy trucks to the First World War effort, and following the war equipped some units with flanged wheels for the railway market.

Westminster Iron Works in Vancouver was made the regional distributor for this rail chassis, with the carbody to be built to-suit elsewhere. Of the six known U.S. suppliers of cars for the P.G.E. it is likely that a Brill or St. Louis Car product was used. The carbody of No. 106 appears to match a Birney design.

Is there another B.C. Electric connection? Did BCER consider these gasoline powered cars for non-electrified branchlines? Henry Ewart suggested we explore the G.N. orphaned stub from Abbotsford to Kilgard. BCER operated this branch with a borrowed CPR steam loco. No passenger service was operated at that time but they did construct a station.

Edmund Keilty, author of "Interurbans Without Wires" (Interurbans, 1979) had no leads, but leaned toward a Canadian Brill body. His photo on page 75 showed a Brill car similar to No. 106. Adolph Hungry Wolf included photos of Sparky in his "Route of the Cariboo" pp 65, 220 & 221 at different periods. Timothy Horton describes its origin in his "Pacific Great Eastern Railway" Vol. 3 (BRMNA) pp. 11 & 12. Sparky ran longer than most of its U.S. cousins. Assembled in 1922 it remained P.G.E. until it was scrapped in 1956.

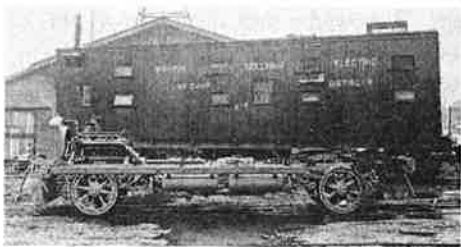
*continued on page 16*



This FWD railbus had seating for twenty passengers and two crew members as well as a 25 foot trailer. No photo of the trailer was available for this article, perhaps someone out there has one we could use in the future. Power was supplied by a 62 hp. Wisconsin engine, controls included a sector plate throttle and six position air brake valve plus gear shift and clutch pedal. Reverse gears allowed equal backward running. Sparky weighed in at about nine tons.

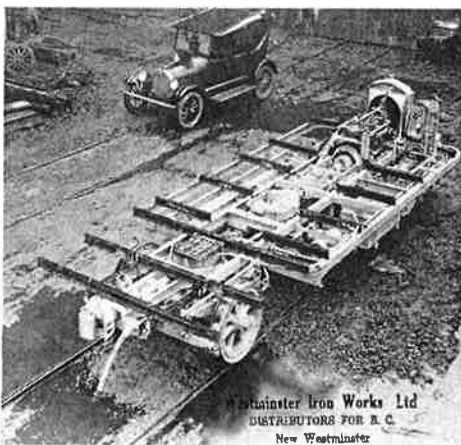
Sparky seemed to have several different paint schemes over the years. As most pictures are B&W the only colour ones located to date show the scheme seen on the covers of this issue. The other schemes are pure speculation as to colour.

The O Scale drawing located on page 18 was researched by Jeff Meugens and Greg Kennelly along with Dave Reuss who prepared the CAD file used for this drawing.



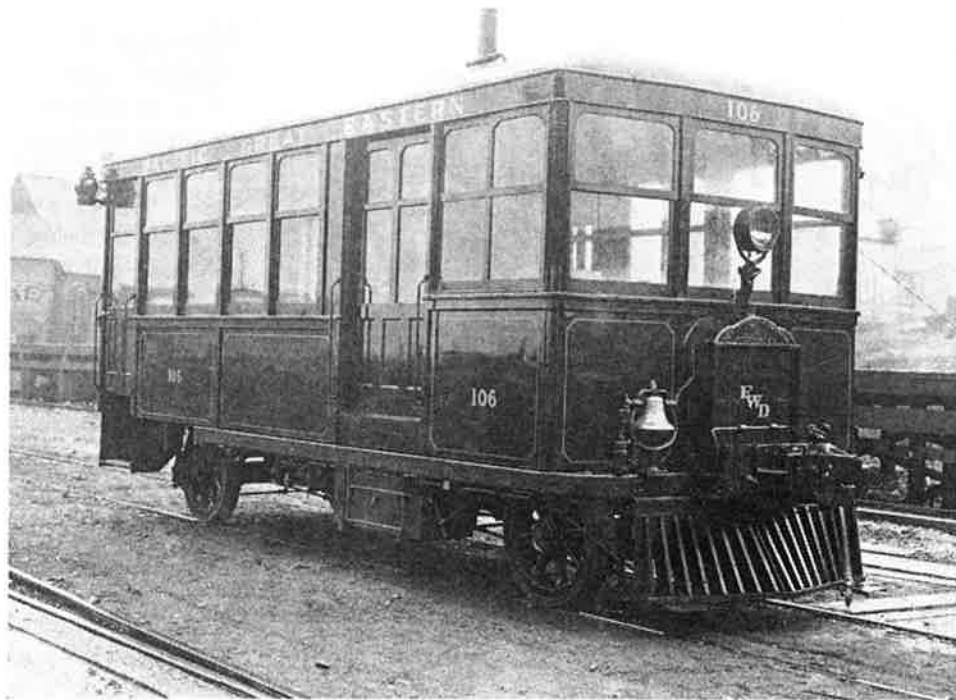
The completed F.W.D. chassis for P.G.E. had switcher type footboard on front. Unit is framed against B.C.E. line car in this 1923 builder advertising photo.

*J.S. Biln Collection*



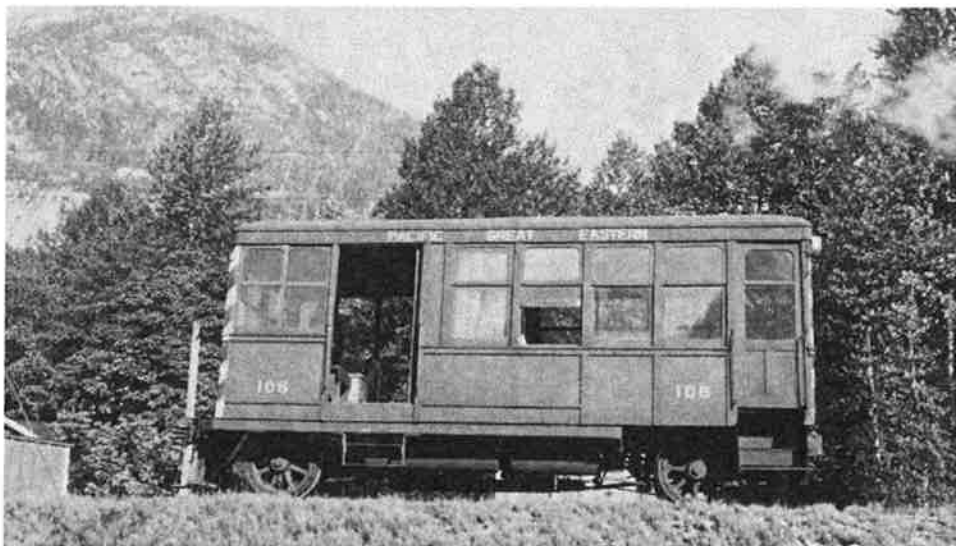
Three quarter rear view from above gives a good look as to how the underfloor components were installed. Again a 1923 builders advertising photo at their New Westminster factory.

*J.S. Biln Collection*



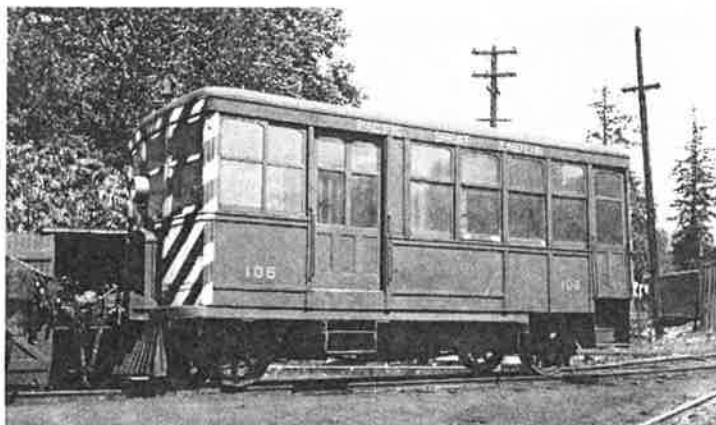
Completed 106 with a classic 1920s high varnish, pin stripe paint scheme and a boiler tube pilot. Note position of bell above pilot and marker lamps at rear.

*Westminster Iron Works Photo, J.S. Biln Collection*



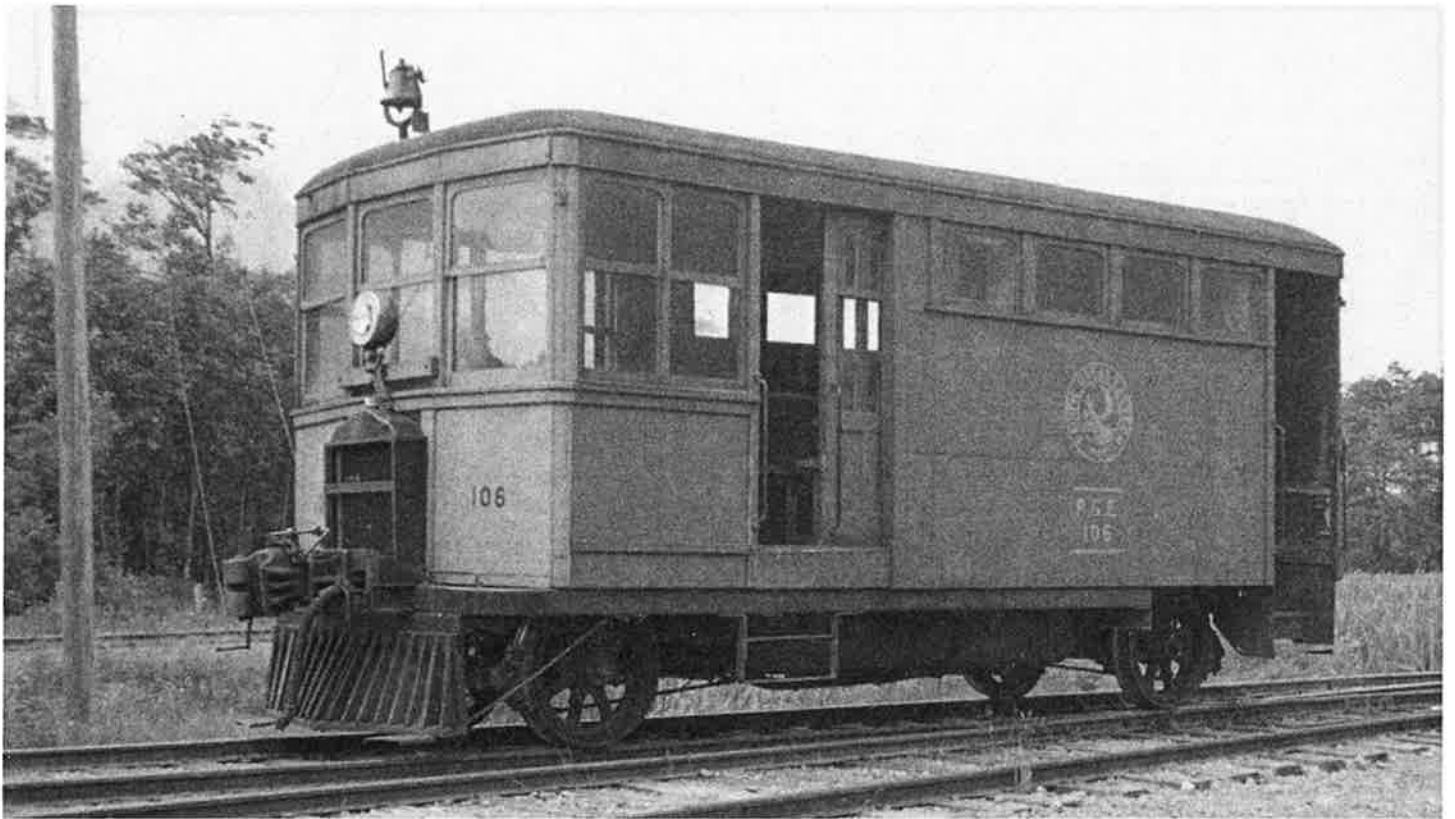
106 has a new paint scheme in this 1940s in the Squamish yard. Note that the original footboard pilot has returned. No colour photo if this scheme has been located so the colours used are not clear to your authors.

*Bert Mills Photo, J.S. Biln Collection*



A 1940s photograph, this time with the baggage door closed. The new position of the bell can be seen on the roof above the engineman's seat. Close examination of this and the photo above show the door slats seen in the pictures on the next page are here also.

*Ernie Plant Photo Paul Roy Collection*

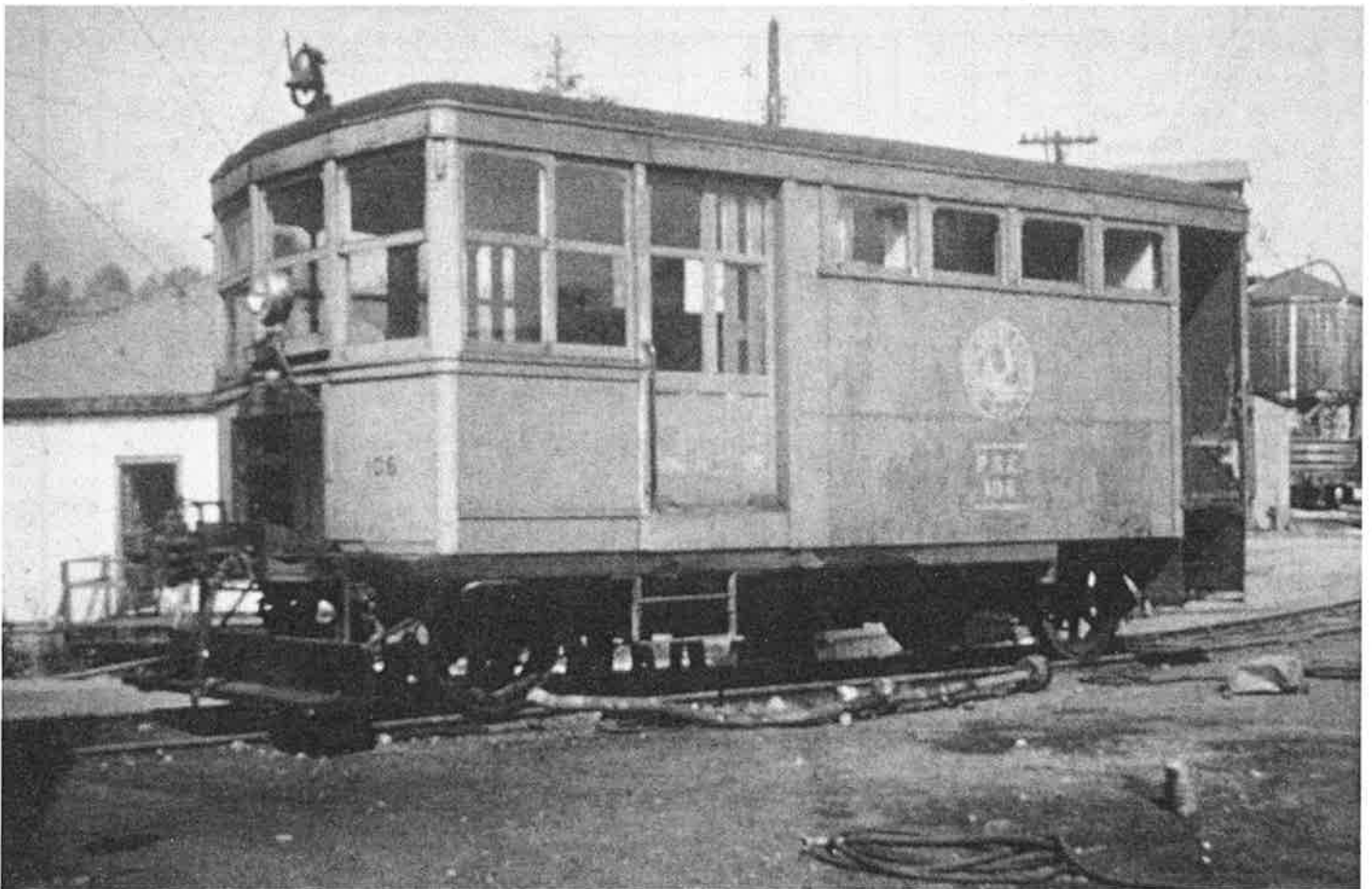


A 1951 rebuild saw the lower side windows covered or removed and the upper panes changed or winterized. The tube pilot has returned along with a new red and yellow paint scheme complete with the Cariboo herald.

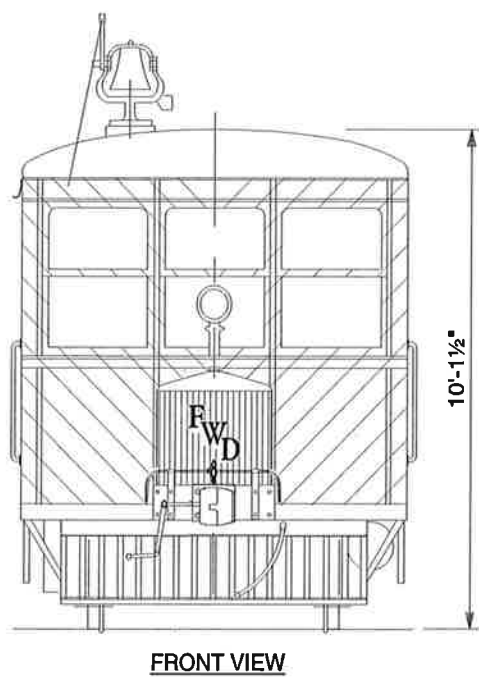
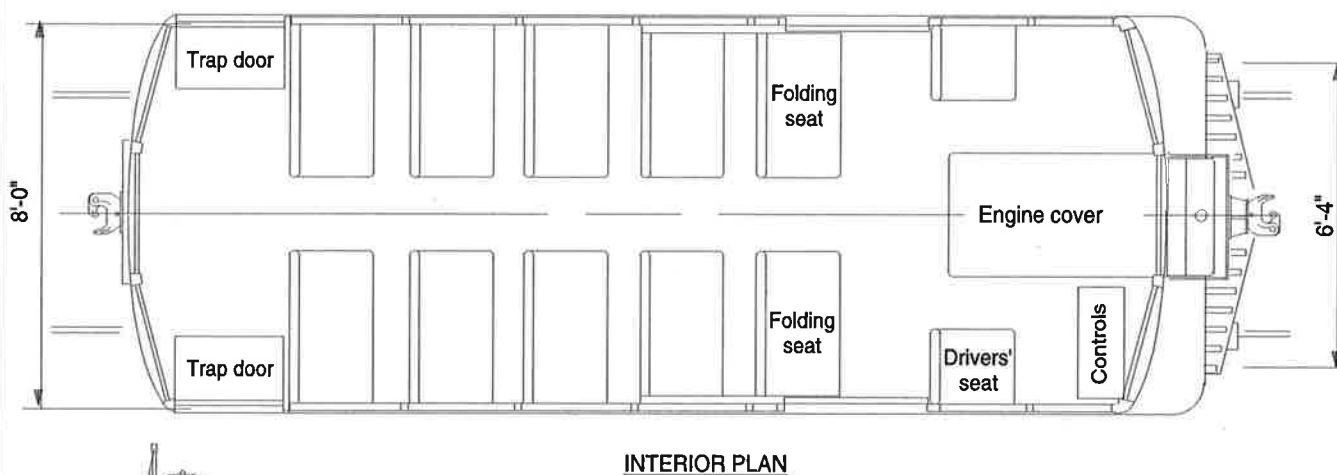
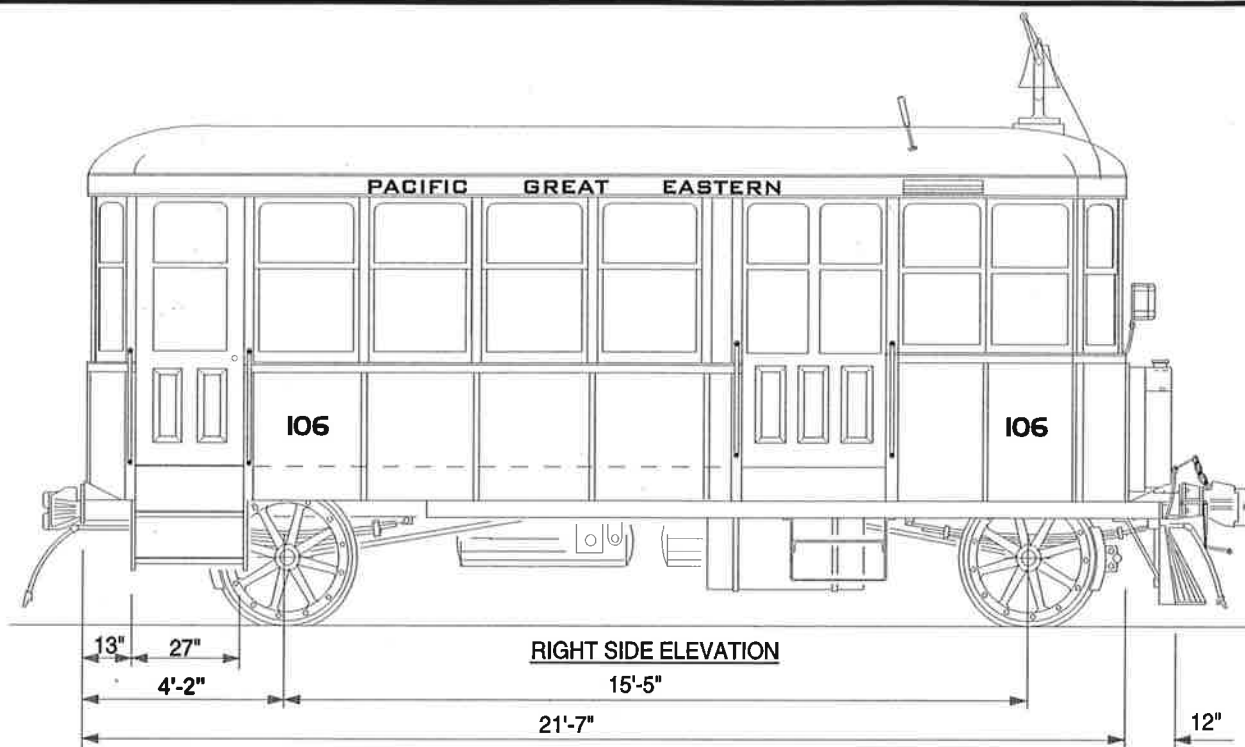
*Bordertown Collection, Provincial Archives*

Once again we see the footboard pilot on the front of 106 in the mid 1950s photo at Squamish. Though of a questionable quality the colour photo did show that the red paint had faded considerably and Sparky was soon to be retired.

*Bob Deno Photo, J.S. Biln Collection*







## P.G.E. RAILBUS No. 106

THE FOUR WHEEL DRIVE AUTO CO. TRUCK CONVERSION

RESEARCH BY  
**JEFF MUEGENS** and **GREG KENNELLY**

DRAWN BY: **David E. Reuss, 1999**

Scale: 1/4" = 1'-0" Drawing Number **PGE106** Rev. 07

# FULL CIRCLE

By member Craig Harper

As a new member of the British Columbia Railway Historical & Technical Society, now known as the PGE/BCR Special Interest Group Society, I have just finished catching up on all my back-issues of "The Cariboo," thanks to the assistance of Ray Konrath. These back-issues have brought back many fond memories, prompted me to re-explore my childhood stomping grounds associated to the railway, and have provided a focus and invaluable information for my model railroading.

At Christmas, about twenty-five years ago, my oldest brother gave me an N-scale locomotive, some freight cars



and track. Over the years, that little freight train travelled many a mile on that little loop. Later, I gave that train to my nephew (my brother's son) for his enjoyment. He in turn returned it to me about four years ago. And that is where this story begins.

When my old train re-surfaced, so did my interest in model railroading. I found a local hobby shop that specialised exclusively in model trains and was awed at the advances that had been made since my old Minitrix F-unit had made the rounds. I joined the local N-trak club and was surrounded by many talented modellers. I had a variety of railways that interested me, but I could never seem to narrow down what I wanted to model.

Then I found my first issue of "The Cariboo" (in my case, issue thirty-five), again at the same train store (fast becoming my second home). I initially bought the issue more for nostalgia, than for modelling.

During the early to mid 1970s, my aunt had a cabin on the east side

of the Cheakamus River. Growing up in Victoria, I had the opportunity to visit the cabin regularly. What made its location strategic to me was that on the west side of the river ran the British Columbia Railway's mainline, about half a mile north of Garibaldi Depot. My aunt's cabin's location provided two unobstructed views of the tracks.

I remember many a time racing about the cabin and surrounding area, only to stop and take my "perch" on the cabin's back deck when I heard the "putt putt" of the yellow speeders roaring up or down the line, knowing that

a freight train with several engines and about a hundred cars and caboose, would soon follow. I was never disappointed, first hearing those heavy engines, then seeing the black smoke behind the tree line, then finally rewarded with the emergence of the locomotives at my observation point in their

two-tone green, only to have them disappear again then re-emerge farther along the river. The Cheakamus River is a fast moving one, resulting in much noise, but the water took second place to the sound of those locomotives. I remember my grandma saying, "Oh. There goes the P.G.E." At the time I never knew what she meant, knowing it only as the British Columbia Railway.

I remember too, my treks south from the cabin, along the highway about half a mile to an old bridge that provided access across the Cheakamus River. The bridge, as I remember it, consisted of several huge logs spanning the water with the crevices plugged with gravel and tar. I can still see the gaps showing through to the rapids below. I guess it was solid, as many vehicles travelled over it without incident.

Crossing the bridge, I found myself at the railway crossing. There were two sets of tracks here. Off to my left on the mainline was the Garibaldi Depot; as I recall a small, dirty little

structure resembling a bus shelter, but made of wood, painted white and having a peaked roof. A third track ran off the siding across from the depot. I remember it being very rusty and did not look to be used much.

Off to my right, on the far side



of the tracks a dirt road led to two buildings. One resembled a farmhouse with a veranda. It was the hotel and restaurant, although its name escapes me, and looking back now I do not know how it would have done much business. The second was the general store, which I like to remember as a typical country



one. It served those staying at the several campsites in the area. They had a freezer on the front porch with worms for fishing; a second one that held the best Creamsicles, and oh yes, it was a great vantage spot to watch trains. I often found myself there in the afternoon to watch the passenger train of up to five Budd Cars click by, heading back to North Vancouver.

Then one year, the Cheakamus River flooded and washed away the banks, taking that old bridge, my aunt's cabin and my train-watching days with it. I would not return to that area for over twenty years.

When I did return, in October 1999 (after my interest was re-kindled, thanks to "The Cariboo") I found the spot where my aunt's cabin had once stood and was able to align myself very near the spot where I had spent many a time watching trains pass those two observation points. I found a new bridge had replaced the old one. It now had a concrete foundation, but appeared to be more-or-less in the same spot as the old one. The tracks and sidings remained as I remembered them, but of the depot, hotel and store, not a trace remained.

Instead of the yellow speeders, a green Dodge Dakota came scooting along the tracks. The driver told me that the store and hotel had been gone about twenty years. And oh yes, shortly after the Dakota sped off, I found a "perch" and soon heard the rumble of a heavy engine, saw some smoke (but not quite as black as I remember), then my reward, two big engines, not two-tone green, but red, white and blue, about one hundred cars and no caboose. I was not disappointed.

Craig Harper

All photos by Tracy Harper in October 1999 except



*Above* The once familiar Yellow speeders putt-putting along the tracks have been replaced by modern Dodge Dakotas. This one was checking the tracks through Garibaldi for a soon to arrive southbound freight.

*Below* Looking from across the "NEW bridge spanning the Cheakamus River" that connects Garibaldi with the Sea to Sky highway



*Above* About 15 minutes after the track patrol left, a southbound freight led by 4623 rumbled through the grade crossing at Garibaldi.

**Page 19 captions**

*Left* Budd cars heading south towards Squamish pass the location where the Garibaldi depot once stood on the far side of the mainline.

*Top right* Beside the mainline that continues on to Whistler and points north, our dog Casey and I are standing under the Garibaldi sign post. Just to the left and paralleling the siding is the old gravel road beside which the Restaurant/Hotel and General store once stood.

*Lower right* Looking down tracks leading to Squamish and North Vancouver, nothing remains of the old shack that was once the Garibaldi depot, which stood beside the mainline near where powerline pole can be seen to the left.



For more information on this and other products  
 3801 - 16th Street S.E., Calgary, Alberta, Canada T2G 4W5  
 Telephone(403) 265-3351 Fax(403) 265-3171  
[www.trainscanada.ca](http://www.trainscanada.ca)

**TrainsCanada® is proud to announce  
 the release of the following two  
 PGE 40' National Steel Car Boxcars**

Item # 1-2005  
 Pacific Great Eastern  
 40' NSC Boxcar  
 Map Logo  
 R-T-R



Item # 1-2004  
 Pacific Great Eastern  
 40' NSC Boxcar  
 Stacked Logo  
 R-T-R

**Both cars are available in two road numbers.**

**Don't miss out! Order now from your  
 favourite Hobby Shop**

Continued from pg.3

train, which has made money in some years and broken even in others. The new Whistler Northwind is a loser for now but has the potential to be a money maker, but it will take two or three years to get established and this is its first year. A study on the Royal Hudson determined that there was a very definite and strong economic benefit to the province to keep that service running. However, the railway was not one of those that received any of that economic benefit. It was the general tourism industry and the economy of the province as a whole that benefited.

As of October 2001, BC Rail had the following units stored; at Squamish SD40-2's 743, 748, 749, 751, 754, 756, 759, 764, B36-7's 3603, 3604, 3613 and C30-7u 3621; at Prince George SD40-2 747, B36-7's 3607, 3608, 3610, 3612, 3616, 7488 and 7489 and at North Vancouver BC-11. All seven of the leased Helm units (SD40u's 6077, 6298, SD45m's 6500, 6507, 6512, 6525 and SD40-2 7180) are in service. Obviously this list will change over time with units added and others removed.

BC Rail B39-8E 1700 was due at Prince George for inspection on November 22, 2001 and then she was to move down to North Vancouver for movement to CNR/BNSF with four Northwind cars. Then to transfer to the Pacific Central Station for an event that was happening on November 30, 2001. The train line-up is to be at the interchange by late Thursday evening November 28, 2001. The train was scheduled to return back to North Vancouver on Monday, December 3, 2001.

A private individual has bought the two BC Rail ex-L&HR C420's. The purchase was effective December 20, 2001. The 632 left North Vancouver on January 26, 2002. It was not until middle of March that 631 left.

It was announced on December 15, 2001 that it was quitting its money losing TOFC (Trailer On Flat Car) service effective February 1, 2002. Most affected are the approximately 100 truck drivers that haul the trailers to and from the stations. The last TOFC equipment left Fort St John in February 16 on the Fort St. John to Squamish train. Car BCOL 7409 (a 3 platform car) had an Overwaita reefer and a BCR Intermodal 53 footer with its heralds in very good condition. This marked the end of the TOFC service.

As of January, 2002 the following were stored serviceable are SD40-2's 749, 759 and B36-7 3604 all at Squamish. The following are stored unserviceable are RDC-1 BC-11 at North Vancouver; RDC-3 BC-33 at North Vancouver; RS-18u 609 at Squamish; SD40-2's 748, 751, 756, 764, 766 all at Squamish and 746 at Prince George and C30-7u 3621 at Squamish. The following are stored awaiting disposal are RDC-1's BC-12 at North Vancouver, BC-14 at Squamish

unserviceable; M420's 641 unserviceable, 644, 646, 647 serviceable all at Squamish; SD40-2's 745 unserviceable, 750 serviceable both at Squamish; B36-7's 3602, 7489 unserviceable, 3603, 3610, 7488, 7498 serviceable all at Squamish and GF6C's 6001, 6002, 6004, 6005, 6006, 6007 serviceable and 6003 unserviceable all at Prince George. Also ex-BC Rail C420 631 is stored at Squamish pending shipment to it's new owner.

There was an article in the North Shore News on Sunday, February 10 about a group, headed by the WCRA, which intends to restore 2860 and keep it on the North Vancouver to Squamish run. Stay tuned - things may change for the positive.

The Province reported on Thursday, February 28 that BC Rail's Cariboo Prospector passenger service between North Vancouver and Lillooet / Prince George will be terminated at the end of October this year. The article states that discussions are continuing to maintain some form of rail service along Seton and Anderson lakes, as rail is the only form of access for some locations. The article also states that BC Rail is open to other parties operating passenger service over its network. VIA and Rocky Mountain Railtours are identified as potential candidates. Eighty percent of the Cariboo Prospector traffic is tourists. Local traffic is strongest between Pemberton and Lillooet.

It was announced on March 29, 2002 in a number of BC newspapers that BCR Group of which BC Rail is part was hiring a financial advisor to supervise the selling off of BCR Marine. BCR Marine controls Vancouver Wharves, Caso Terminals and Canadian Stevedoring

At the beginning of April it was announced that BC Rail is seeking expressions of interest in transferring the operation of the Fort Nelson Subdivision. The announcement in part read "B.C. Rail Ltd. intends to transfer the operations of its Fort Nelson Subdivision to a qualified operator." Expressions of interest are required by April, 2002. There also have been suggestions that some of the other northern subdivisions may also be made available.

Lease units HLCX 6077, 6298, 6500, 6507, 6512 and 7180 which have been on BC Rail for several years finally left BC Rail on April 4, 2002 ending their lease. HLCX 6525 left on April 7th after engine repairs at Prince George.

BC Rail B36-7 3601 was lettered "BI" Rail, but still painted in the blue paint for a movie. On April 4 and 5th the train was at Mud Bay on the Port Subdivision (Roberts Bank) for the movie shoot. Six cars, including boxcar BCOL 80808, one of the silver and red fire cars and a very clean two-tone green caboose

1885, made up the consist.

BC Rail has the following units available for sale besides the RDC's mentioned above: M420's 641, 644, 646, 647, SD40-2's 745, 746, 748, 750, 752, 756, 764, 766, 767, B36-7's 3602, 3603, 7488, 7489 and 7498. BC Rail MLW RS-18u 620 got a rude shock when she was tailed by a runaway chipcar in the Quesnel yard. The car got away from one of the industries just north of the Quesnel station and ran down hill to the Quesnel station yard where it collided with the 620. The pilot and steps of 620 were flattened. It is not known if there was other damage.

In early April 2002, due to a grade slip/washout at the 436.1 mile ( just south of Crysedale siding ) BC Rail detoured a few trains via the Canadian National. BC Rail supplies the power and CN the crews. The washout was repaired by noon Friday, April 26th. This led to some interesting sights of BC Rail trains running down the Fraser Canyon.

In April, M.G. (Mark) Mudie, Rail President and CEO, announced a decision to seek expressions of interest for a prospective operator of the Fort Nelson line. BC Rail received a very good response to a request for proposals. The following three companies have been short-listed candidates for the sale, and/or lease, of the Fort Nelson Subdivision are: OmniTRAX Canada Inc., North American Railnet and Knighthawk Rail Ltd. These three candidates will now be given an opportunity to conduct a review of the subdivision information, tour the property and meet our customers. BC Rail will expect final bids from these three companies and once the bids are in at the end of August, one candidate will be selected and final negotiations will begin. BC Rail hopes to have an agreement in principal by mid-September and the take-over of operations around the beginning of November. BC Rail realizes the magnitude of the intended changes but our business reality has forced us to make them. Mr. Mudie said the goal is to preserve rail service on our freight network and this can only be accomplished if BC Rail is structured to operate at maximum efficiency. Finding a solution to Fort Nelson's high costs and limited revenues is part of that puzzle and I am confident those particular pieces are now coming together.

An avalanche blocked the Tumbler Subdivision in early May. It occurred at north end of Wolverine Tunnel, (mile 46) blocking the north portal. It damaged taking the catenary system and damming the creek that flows through the tunnel. Northbound set of 125 empties stored a Table siding (mile 16) until line reopened.

BC Rail is leasing a pair of CN's scale test cars, CN 52108 and CN 52280. The cars were to work over BC Rail from May 28th

testing a number of scales south to Quesnel and then return to CN sometime soon after June 5th.

CN's Chairman of the BOD is planning a return trip between North Vancouver and Whistler Thursday, June 13th to Saturday 15th. It is expected it will be like previous trips departing North Vancouver in the early afternoon when possible, arriving at Mons sometime in the late afternoon. Tie up at McGuire, Wedge or Pemberton, service on the morning of the 15th, depart Mons by noon and arrive back in North Vancouver in late afternoon. The equipment will be two vintage E9 units, and four coaches (Tawaw, Sanford Flemming, Pacific Spirit, Coureur-des-Bois). All cars have apparently been upgraded for head-end power so should be no need to idle units if the train ties up at Pemberton. The expected excursion trips that were to start on June 26th has for the moment been scuttled by the latest Insurance requirements.

The expected profit from the trips were to be placed towards 2860's rebuild but the latest insurance figures makes the trips a break-even adventure and the rebuild will take a great deal longer than expected even considering that no one has really done an extensive cost analysis survey of 2860's problems. Let's hope some heavy donations can solve the problems. The excursions would benefit everyone even if nothing went towards 2860 (tourism dollars).

On June 27th RDC-1 BC-21 suffered a fire in her leading engine compartment on the southbound trip. Incidentally, BC-10 had suffered an air conditioning problem on the northbound run. The BC-10 will be out of service for a short period to fix the air conditioning problem; however, BC-21 will not run again. With this turn of events BC Rail has decided to make the repairs needed to get BC-11 running again using parts from BC-21. Also, official notice was given on the same day that the North Vancouver diesel shop will be closed and all Mechanics and Electricians will be removed. Though no official announcement was made, this has the practical effect of ensuring that there will be no passenger service of any sort after November 1, 2002 because there will be nobody to do the maintenance of passenger equipment.

As of the end of June units stored serviceable are B36-7 3604. Stored unserviceable are SD40-2's 746, 748, 749, 752, 753, 756, 757, 764, 766, 767 C30-7u's 3621, 3624, 3626, RDC-3 BC-33 and RDC-1 BC-21. Stored awaiting disposal are M420's 641, 644, 646, 647, SD40-2's 745, 750, B36-7's 3602, 3603, 3610, GF6C's 6001-6007, B36-6's 7488, 7489, 7498, RDC-1's BC-12 and BC-14.

BC Rail and the Seton Lake Indian Band reached agreement to operate a new rail

shuttle service between rail dependent-D'Arcy and Lillooet to continue after October when the Cariboo Prospector ceases operations. While other modes of transportation are readily available along most of the Cariboo Prospector route, this is not the case for the D'Arcy to Lillooet section. D'Arcy and Lillooet are separated by 60 km of rail. The new service will be a cost-effective solution to continue to meet the transportation needs of residents. Under the agreement, BC Rail will supply and operate two newly acquired rail shuttle vehicles, while the Seton Lake Band will manage the passenger bookings, ticket sales and revenue collection, marketing, and customer service. The new rail shuttle service will operate seven days per week and will make at least one return trip from Seton to Lillooet each day. The shuttles are bus-like vehicles that seat 20 passengers and are coming from Scenic Railcar of Sacramento, California. They will cost between \$150,000 and \$200,000 each.

The WCRA has received ex-Algoma Central GMD FP7u 1756. This unit will be fixed up and run with their A & B units that they already have. With the demise of the RDCs it is expected that the WCRA fall BC Rail tour will be powered by these units. Consist for the tour at the moment is engines 4069 and 1754 with cars Shalalth, Seton, a Hudson coach and Mount Garibaldi.

Tentative Schedule: Saturday, Sept. 7th to Sunday Sept. 15th.

Day 1 North Vancouver to Exeter Sept 7th  
Day 2 Exeter to Prince George  
Day 3 Prince George to Tumbler  
Day 4 Tumbler to Chetwynd to Dawson Creek  
Day 5 Dawson Creek to Chetwynd to Dawson Creek  
Day 6 Dawson Creek to Chetwynd to Fort St. John  
Day 7 Fort St. John to Prince George  
Day 8 Prince George to Exeter  
Day 9 Exeter to North Vancouver Sept 15th.

## BOOK REVIEW

### Pacific Great Eastern / British Columbia Railway Box Cars (Part 1)

*Canadian Rail Car Pictorial Volume 9 (item #14-12)*

Written by: Timothy J. Horton  
Published by: Trains Canada  
Calgary, Alberta,  
Canada T2G 2W5  
Printed: December 2001  
**\$21.95 at local hobby shops**

Tim Horton's latest literary project is Volume 9 in the Canadian Rail Car

Pictorial series of 8 1/2" x 11" soft cover format, freight car books.

Within the 44 pages, including the covers, are forty-two 5 1/2" x 10" colour photographs of PGE box cars, from the slide collections of thirteen photographers, taken from Squamish to National Steel Car in Hamilton Ontario. The images begin with the 4001-4075 series of 40' long cars decorated with the Cariboo herald, built in December 1947, and conclude with the PGER 40000-40399 series of 50'-6" long cars decorated with the grey/black map herald, built in October 1971. Tim has included an extensive description for each photograph to describe the cars' features, appliances, different paint schemes and heralds throughout its history.

Some of the more interesting car series featured are the ex Canadian Pacific mini-boxes, purchased for PGE for maintenance of way service in 1969-70. Due to a car shortage at the time, forty-one were numbered into the 3001-3041 series and used for several years to transport grain, before being retiring to outfit service as intended. The PGE 8021-8030 insulated/heated 50' box cars were purchased in November 1969 to transport food and beverages to northern branch lines. Originally delivered in bright yellow with a black/white map herald, these cars quickly weathered to a more common rusty orange colour before being withdrawn from service in 2000. The PGER 40000-40399 series were designated "Canadian Built For International Service" to qualify for a 12% federal sales tax exemption on the purchase price.

On the inside back cover is a historical roster of the box cars presented in this volume. It lists the car series, number built, manufacturer, year acquired, year withdrawn from service and the major dimensional data. This is particularly important to modellers trying to recreate a specific piece of rolling stock for an era-specific layout.

In 1972, the PGE was renamed the British Columbia Railway and future car orders were decorated with the new dogwood herald. This will be the subject of a companion volume, to be published later in 2003. Tim is currently collecting material for a third volume, which will include refrigerators, stock cars and tank cars. If you have original colour slides that might be of interest, contact the publisher, Trains Canada. Through volumes such as these, the British Columbia Railway can be shared, so that modellers and historians alike can enjoy the past.

Ron Tuff

# MILL NOTES

Trackside Industries - Mill Notes: by: David Barone

While the pulp and paper mills along the BC Rail right of way produce many car loadings of pulp and newsprint, it is hidden inside specialty boxcars. Though much of the kiln dried lumber is shipped inside plug door boxcars, the same cannot be said of the K D packaged lumber.

Flat cars and center beam cars have had a variety of colourful packaged loads over the years. Some of the names will be found below.

## "The Billion Board Foot Club"

Standing trackside its hard not to notice the variety and color of the lumber laden flat cars on a passing train. At times it seems the brightly decorated lumber bundles add the only color to an otherwise sea of dark green. Unfortunately, due to mill closings and consolidation within the lumber industry, the variety we once enjoyed is gone. I can think of at least a dozen brand names that have been lost to mergers or acquisitions in

In 1994 Finlay was acquired by an equal partnership of Slocan Forest Products and Donohue Inc. The Finlay brand name and logo were retained with the addition of a small Donohue logo. In May of 1999 Slocan sold their 49.9% interest in the company to Donohue Inc. Slocan still maintains a larger operation in McKenzie at the former Fletcher Challenge/Triangle Pacific/Timber West sawmill, but that's another story. Early in 2000, Abitibi Consolidated and Donohue announced they would merge creating a worldwide mega corporation operating twenty-one sawmills with annual production in excess of 2 billion board feet. The Finlay Premium brand name is still in use, though the bright purple and red of Abitibi Consolidated has replaced the Finlay green and blue.



Netherlands Overseas Mills (NOM), Taylor and Polar operations. "The Billion Board Foot" club was the title of a recent press release put out by a lumber producers group. The focus of the article was

on consolidation within the lumber industry and the creation of a new breed of "Global Lumber Mega-Firms". As the world market for fiber related products grows it appears that more mergers are inevitable.

In the end we may be left with just a few global players. While this may put a smile on the stockholders faces, for the average track side fan it means our once colorful world will soon turn black and white.



Canfor is Canada's top lumber producer with annual lumber output of 2.33 billion board feet. The main reason for Canfor's rise to the top was the strategic purchase of Northwood in late 1999. Unlike Abitibi/Finlay, Canfor believes in a unified corporate image. Canfor immediately

just the last ten years. While this column is not about BC Rail or The Pacific Great Eastern, it will provide some insight on the industries that are the life blood of the railroad.

This issue will focus on two of the most recent mergers. Long time lumber producer Finlay Forest Industries in McKenzie, BC operates a 200,000 ton per year newsprint and specialty paper mill as well as a thermo-mechanical pulp facility. Their operation also includes two sawmills with an annual capacity of 360 million board feet of lumber. The lumber is marketed under the brand name of Finlay Premium.

began replacing the green Northwood logo on lumber bags with the red and black Canfor logo.

The Northwood acquisition included the Prince George Sawmill, Northwood Pulp Mill, North Central Plywood, Houston and Upper Fraser operations plus The Rustad Brothers mill in PG. Rustad Brothers was purchased by Northwood in 1994 and retained its name although the logo was changed to match that of parent Northwood. Ten years prior to the Northwood purchase, Canfor acquired all of the shares of Balfour Forest Products, including the Clear Lake,

**PACIFIC SCALE RAIL**

**"The Trains Only Store"**

Modellers working with Modellers

**We Stock:**  
Canadian parts  
Canadian books  
Canadian models

We do special orders!

HO Scale in stock:  
**PROTO1000 RDC-1**  
**In BCR**  
**and PGE**

\*\*\*\*\*  
**612 Carnarvon Street**  
**New Westminster, B.C.**  
**Phone: (604) 524-8825**  
**Toll Free: 1-800-377-2860**  
**Fax: (604) 524-6664**

For your convenience, we are open 7 days a week!  
 Come and see our wide selection of "N" and "HO" items  
 or visit us at....  
[www.pacificscalerail.com](http://www.pacificscalerail.com)

# PRODUCTS OF INTEREST

Compiled by Timothy Horton

We continue to see an exciting array of models appearing on the market which are of interest to PGE/BCR modellers. Since the last issue, HO scale modellers have seen the NSC 50' newsprint boxcars from Canadian Hobbycraft and the NSC 40' boxcars from Trains Canada. In N scale, the Atlas B36-7 diesel locomotives (decorated for BC Rail) and the Bachmann 2-8-0 Consolidations have been issued. The announcements in this issue include the prospect of troop sleepers from Intermountain in HO and N scales, which will be of interest to both PGE and BCR modellers, a long awaited 50'-6" combination door boxcar in N scale from Kaslo Shops, and a 73 foot centrebeam car in N scale from Red Caboose.

In this issue, Greg Kennelly reviews the Bachmann N scale Consolidation locomotive.

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

## N Scale

**Atlas Model Railroad Co.** 603 Florence Avenue, Hillside, New Jersey, U.S.A. 07205 Website: [www.atlasrr.com](http://www.atlasrr.com), has released their B36-7 diesel locomotives decorated for BC Rail. These models feature directional lighting, painted safety rails, blackened metal wheels, an improved slower speed motor, AccuMate magnetic knuckle couplers, and white LED's. Items #49930 and #49931 are BC Rail #3607 and #3613 in the red, white and blue lightning stripe scheme. Item #49932 is the same paint scheme with no road number. MSRP is \$99.95 USD.

The new Atlas N scale reefer is a model of the 40' wood refrigerator cars built by Pullman for the Northern Refrigerator Car Co. in 1930 with rooftop ice hatches, fish belly underframe and vertical brake shaft. This car is suitable for modelling the PGE's 810-827 series reefers, which were acquired second-hand from the Northern Refrigerator Car Co. in late 1947. Item #41400 (Undecorated) sells for \$9.95 USD. The correct dry transfers for these cars as they appeared in the 1950s/1960s are available from CDS (N-89).

Also new from Atlas is a 17,360 gallon American Car & Foundry general service tank car decorated for Hooker Chemicals. These orange and black cars were seen on BC Rail during the 1970s and 1980s.

## Bachmann Industries Inc.

1400 E. Erie Avenue, Philadelphia, PA, U.S.A. 19124 [www.bachmanntrains.com](http://www.bachmanntrains.com) has released their long awaited 2-8-0 Consolidation type steam locomotive in N scale. The undecorated locomotive is Item No. 81152 and sells for \$179.98 CAD. This is an exquisite model and has to be considered by PGE modellers for conversion to one of the PGE Consolidations, or by BCR modellers for a model of the 3716. See Greg Kennelly's review of this product in this issue.

## Kaslo Shops Distributing

2516 Quartz Place, Coquitlam, B.C. V3E 3K9 Website: [www.coml-jubhitmorel](http://www.coml-jubhitmorel) has released a cast resin kit of the cab for the latest Dash 9-44CW locomotives (BCOL 4645-4654) delivered to BC Rail. The cab is designed to fit the Kato Dash 9-44CW model. MSRP is \$ CAD.

Their next release is body shells for the CN Rail SD50F and SD60F locomotives. These one piece castings include an etched metal fret and resin detail parts, and drop onto the Atlas SD50 and SD60. Part numbers are NL-3 for the SD50F (CN #54005459) and NL-4 for the SD60F (CN #5500-5563). MSRP will be \$75.00 and they are due out in October. These locomotives were used on the Tumbler Ridge coal trains between Tacheeda and Prince George from 1989 to 2000.

Also due from Kaslo Shops in the fall of 2002 is the long awaited N scale version of the combination door boxcar. This kit will include cast resin parts for the underframe, body shell, and main doors, and an etched metal fret for the detail parts. Kaslo Shops has also announced their intention to produce conversion kits for the MLW M-420 and M-420B locomotives in 2003. These kits will include a one piece cast resin body shell, fuel tank, truck sideframes, and etched metal handrails. They will be designed to fit on the Atlas B36-7 chassis.

**Micro-Trains Line Co., Inc.** 351 Rogue River Parkway, P.O. Box 1200, Talent, Oregon U.S.A. 97540 [www.micro-trains.com](http://www.micro-trains.com) has released their 50 foot boxcar with plug and sliding door decorated in BCR dark green with the dogwood herald. The road number is BCOL 5465. MSRP is \$19.65 USD.

## Miniatures By Eric

R.R. #1, Busby, Alberta T0G 0H0 Website: [www.miniaturesbyeric.com](http://www.miniaturesbyeric.com) has released a cast resin version of the enclosed vestibule cab for CPR steam locomotives. This cab is suitable for converting the new Bachmann Consolidation (see above) into a model of #3716 which ran on BC Rail. Also on the way from Miniatures By Eric are parts required for the BCR SD40-2 locomotives, including the correct five chime horn, and the tall M.U. stands with ditch lights.

## Red Caboose

P.O. Box 250, Mead, Colorado, U.S.A. 80542 [www.red-caboose.com](http://www.red-caboose.com) has released their Thrall all-door car decorated for Canadian Forest Products. RN-17420 is a model depicting Canfor's gold scheme with black lettering. Six different road numbers are available. RN-17424 is a nicely finished model depicting Canfor's red and white scheme. Again, six road numbers are available. MSRP is \$56.85 USD for a three-pack or \$18.95 for a single car.

Also on the way from Red Caboose is a model of the Thrall 73 foot truss centrebeam car. It will come with a die-cast underframe and Micro-trains trucks and couplers. Item #RN-16500 is undecorated and will sell for \$19.95. This car is correct for series BCIT 873000-873099 which BC Rail received new from Thrall in 1988. Some of the decals required for this car are available from Microscale.

## Sidney Model Works

#404-1138 View Street, Victoria, B.C., Canada V8V 3M1, Tel: 1 (250) 388-0316, E-mail: [mgiles@islandnet.com](mailto:mgiles@islandnet.com) is releasing another kit in their range of cast resin freight cars. NBOX-1 is a model of the 50'-6" combination door boxcars built for the PGE/BCR by NSC in 1971-1973.

## HO Scale

### Atlas Model Railroad Co.

603 Florence Avenue, Hillside, New Jersey, U.S.A. 07205 [www.atlasrr.com](http://www.atlasrr.com) has announced a second run of their Dash 8-40B diesel locomotives which includes ready-to-run versions for BC Rail. Items #9029 and #9030 are BC Rail #3901 and #3902 in the current blue and silver scheme. Item #9031 is the same paint scheme with no road number. MSRP is \$139.95 USD and delivery is scheduled for September.

### Canadian Hobbycraft

140 Applewood Crescent, Concord, Ontario, Canada, L4K 4E2 [www.hobbycraft.com/lifelike.html](http://www.hobbycraft.com/lifelike.html) has released their NSC 50' newsprint cars in the PGE map, BCR light green and BCR dark green schemes, each with several road numbers.

Also available are their Proto 1000 models of the RDC-3s and RDC-1s. Item #433-239736 is an RDC-3 decorated in PGE orange and green as BC-32, and Item #433-239737 is decorated as BC-33. Also announced is #433-239742 (BC-30 in BCR two-tone green) and #433-239743 (BC-30 in BC Rail red, white and blue). The RDC-1 models include #433-239816 & #433-239817 (BC-10 and BC-11 in PGE orange and green), #433-239812 & #433-239813 (BC-10 and BC-12 in BCR two-tone green), and #433-239818 thru #433-239821 (BC-10, BC-11, BC-12 and BC-16 in BC Rail red, white and blue).

MSRP for the various RDC models ranges from \$104.38 to \$108.55 CAD. Modellers should be aware that these are models of Phase I cars, whereas the PGE RDCs were Phase II cars.

Also on the way from this manufacturer is a Proto 1000 model of the RS-18. Item #433-600061 is decorated as PGE No. 601 decorated in orange with green stripe. MSRP will be \$199.99 CAD and delivery is expected in November.

The Thrall Door boxcars are now available in MacMillian Bloedel (#433-89056 to 89066 - various road numbers), Lignum first scheme (#433-101209x - two road numbers), Canfor red/yellow scheme (#433-1015xx - various road numbers), and Lignum red/green (#433-890001 to 8900012 - twelve road numbers).

Hobbycraft Canada is also issuing a special run of Atlas C-425 locomotives in January 2003. The run will include #802 and #805 in BCR two-tone green, and #811 and #812 in BCR two-tone green with end stripes. MRSP is \$125.00 USD. (Note: #811 never received the revised scheme with end stripes.)

#### Kaslo Shops Distributing

2516 Quartz Place, Coquitlam, B.C. V3E 3K9 Website: [www.coml-jubitmore.com](http://www.coml-jubitmore.com) is set to release body shells for the CN Rail SD50F and SD60F locomotives. These one piece castings include an etched metal fret and resin detail parts, and drop onto the Atlas SD50 and SD60. Part numbers are NL-3 for the SD50F (CN #54005459) and NL-4 for the SD60F (CN #5500-5563). MSRP will be \$75.00 and they are due out in October. These locomotives were used on the Tumbler Ridge coal trains between Tacheeda and Prince George from 1989 to 2000.

#### Miniatures By Eric

R.R. #1, Busby, Alberta T0G 0H0 Website: [www.miniaturesbyeric.com](http://www.miniaturesbyeric.com) has released a cast resin version of the enclosed vestibule cab for CPR steam locomotives. This cab is suitable for converting the Bachmann Consolidation into a model of #3716 which ran on BC Rail. Also on the way from Miniatures By Eric are parts required for the BCR SD40-2 locomotives, including the correct five chime horn, and the tall M.U. stands with ditch lights.

#### Sidney Model Works

#404-1138 View Street, Victoria, B.C., Canada, V8V 3M1, Tel: 1 (250) 388-0316, E-mail: [mgiles@islandnet.com](mailto:mgiles@islandnet.com) has released a cast resin conversion kit for the Walthers Jordan spreader. Numbered HWORK 1, this kit includes a one piece cab, parts for the plow, catwalk and handrails which convert the Walthers model to a Jordan spreader operated by the PGE/BCR. The price is \$39.99.

#### Trains Canada

3801-16th Street, Calgary, Alberta, Canada, T2G 4W5 [www.trainscanada.ca](http://www.trainscanada.ca) has released their NSC 40' boxcar decorated in two Pacific Great Eastern lettering schemes. Item #1-2004 offers the original stacked scheme for these cars in road numbers PGE 4182 and PGE 4173. Item #1-2005 offers the map herald scheme in road numbers PGE 4126 and 4292. MSRP is \$17.95 CAD for the stacked herald cars and \$18.95 CAD for the map herald cars.

#### Books

##### Trains Canada

3801-16th Street, Calgary, Alberta, Canada, T2G 4W5 [www.trainscanada.ca](http://www.trainscanada.ca) has published Volume Nine of their Canadian Rail Car Pictorial: Pacific Great Eastern/British Columbia Railway Boxcars (Part 1). For those unfamiliar with this series, these books contain 42 pages of large format colour photographs depicting the nation's freight cars. The books are printed in landscape format on acid free gloss coated paper. Volume Nine illustrates all of the boxcars delivered to the PGE from 1947 to 1971, beginning with the 4001-4075 series and ending with the 40000-40399 series. MSRP is \$24.95 CAD.

# N SCALE 2-8-0 REVIEW

by: Greg Kennelly

For N-scalers wishing to model the steam era, the long-awaited Bachmann Spectrum 2-8-0 has finally arrived, and the wait has been worthwhile! This N-scale version of their HO locomotive has many of the same features with the steam dome, bell, whistle, headlight, generator, air pump, running boards, power reverse, marker lamps, handrails, and some of the piping all being separate castings which are applied to the basic shell. This opens up many chances for modifying the engine to represent specific prototypes. I was extremely pleased with how smoothly my engine ran straight out of the box but have heard reports of some not running that well. A real bonus was the flange depth - less than 0.020". This locomotive will run on Code 40 rail without modification.

For the PGE/BCR modeller, this engine has some interesting possibilities - particularly if you are prepared to overlook its apparent weight. I'll get into specifics a little later, but the table below provides some comparative measurements.

In spite of this being a heavy Consolidation while the PGE's were relatively light engines, this locomotive looks correct on the head end of a 1950s era train. The

Locomotive	NOTE	PGE 51 & 52	PGE 53 - 56	Spectrum 2-8-0	BCR 3716
Builder		MLW	CLC	Bachmann	MLW
Driver diameter		57"	57"	58½"	63"
Driver wheelbase		16'-0"	15'-6"	17'-10"	16'-6"
Pilot wheel diameter		33"	33"	30"	31"
Locomotive W/B		24'-4"	23'-9"	27'-4"	25'-5"
Locomotive length	a	35'-1"	35'-4"	38'-10"	
Firebox length	b	10'-4"	10'-9"	9'-3"	8'-7" I/S
Smokebox diameter		65"	70"	83"	74"
Smokebox length		58"	58"	72"	64"
Maximum boiler dia.	c	71½"	79½"	92"	81½"
Boiler length		24'-5"	24'-11"	27'-10"	26'-4"
Cab length		90"	90"	95"	
Cab roof length		138"	138"	134"	
Tender length	d	25'-8"	26'-5"	31'-0"	
Tender truck cntrs		13'-0"	14'-6"	18'-0"	12'-0"
Truck wheelbase		6'-0"	6'-0"	6'-0"	6'-0"
Length overall	e	61'-7½"	63'-2½"	71'-6"	65'-8½"
					over cplrs

#### NOTES:

- a, PILOT BEAM TO REAR WALL OF CAB
- b, INCLUDING FRONT & REAR WATER JACKET
- c, OVER LAGGING
- d, OVER PILOT BEAMS
- e, OVER PILOT BEAM AND TENDER REAR BEAM



size and shape of the cab - together with the window size and location - are approximately correct. The notches at the rear corners of the cab roof should be filled in. By re-arranging or replacing the removable details, the skyline of the boiler could be made to look right. The top-mount boiler check valve used on the PGE's CLC-built engines is not available as a detail part in N-scale and will need to be scratchbuilt. The sandbox will be the biggest problem. The sandbox on either class of PGE Consolidations was circular in plan view, while the one on the Bachmann engine is oval. It is also cast as part of the boiler shell, so will have to be cut off.

Unless you are using small-radius curves, consider replacing the 30" solid pilot wheels with 33" spoked ones. This will either take some searching or involve modifying NWSL wheels. The rest of the mechanism is fine unless you want to try to change from Baker valve-gear to Walschaerts. The main visual difference is the link and the link support bracket.

To model the CLC-built engines, the tender could be made quite presentable by removing a scale 33" in length from the raised bunker area and 22" from the lower water tank area. The curve of the top edge is not correct but these cuts would place the centre of the rear slope about 2/3 along the tender side as on the prototype. The water filler hatch should be moved forward about 3 feet. The tender trucks on the model have the correct wheelbase but have Andrews side frames where the prototype engines had side frames utilizing pedestals bolted to a top beam with a drop equalizer for the journal boxes. Truck centre distances would have to be reduced by 3 1/2 feet.

Note:

For the modeller of the more modern era, a reasonable representation of the BCR 3716 should also be possible. Miniatures by Eric have a CPR vestibule cab available which could be used for that project.

### Index to Supporters

Kaslo Shops .....	26
Trains Canada .....	12, 20
Pacific Scale Rail .....	23

## PGE Caboosees 1801-1810

Kaslo Shops Distributing is performing a feasibility study in regards to the design and manufacture of the PGE Wood Side Caboose as built by Canadian Car and Foundry Co. Kaslo Shops Distributing is interested in producing the first run of this kit for members of the PGE/BCR Special Interest Group.

At this time we are exploring the production of the 1801-1810 Tongue and Groove siding variant with 2 windows on each side.

We require a commitment of 35 units for each scale (HO and N) in order to proceed. We anticipate a MSRP of \$49.95 cdn for HO Scale units and \$39.95 cdn for N Scale units.

If you are interested in this product, we ask that you contact John Whitmore at Kaslo Shops Distributing [jwhitmore@pinc.com](mailto:jwhitmore@pinc.com) with the quantity and scale you would commit to purchasing. Once we have reached the prerequisite amount of units to proceed, you will be asked for a 25% downpayment of your total order. Production of the kits will then proceed, with the balance of your order due upon completion of the project.

We hope that you can help us make this project a reality with your commitment. We look forward to hearing from you.

### Kaslo Shops Distributing

2516 Quartz Place  
Coquitlam, BC V3E 3K9, Canada  
Fax: 413-383-6720 [www.com/~jwhitmore](http://www.com/~jwhitmore)

## The CARIBOO

All contributions are welcome, it is helpful if submissions are provided on PC compatible disks in an IBM type word processor. Files prepared in MS Word on a MAC can also be used. Files can also be sent electronically provided you don't include a lot of formatting. As a last resort we will accept typewritten submissions that we can scan.

Preferred files contain no formatting, are in 10pt type, in Times, Helvetica or Garamond. Use a single column around 3.5" wide for layout, no indents.

All submissions are subject to editing by the societies editorial board as a condition of publication. Material will be retained in the societies files unless other arrangements are made prior to publication. Photos that must be returned following publication should be supplied with a stamped self addressed envelope.

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 colour prints (and negs) as well as slides.

Scanning will be done at the layout stage to suit the required size. Any electronic files must be a minimum of 300 dpi at a width of 3.5", 4x6 prints will only be reproduced at that size or smaller. Material for use in page size format or covers must be supplied as 8x10 or negatives.

Text submissions may be sent to Dave Barone or Don Lewis at 11035 Pretty Road, Winfield, BC, Canada, V4V 1H6. All photographic material should be sent to Don.

Authors are responsible for all original statements in their work. Submissions are accepted with the understanding that they are not under consideration elsewhere.

*The Cariboo* is copyright as a collection and the society retains the rights to editorial changes, design, and artwork used in features.

The PGE/BCR Special Interest Group Society is an independent, registered non-profit society operating under the laws and regulations of the Province of British Columbia. The society and the National Model Railroad Association are independent organizations who have chosen to affiliate for the mutual benefit of their memberships, and are not responsible for the publications and/or actions of the other group.

### B&W supporting display rates (C\$) per issue

		Times Req'd
Full page (limited)	\$ 50.00	Once
One-half page -	\$ 25.00	Once
One-third page -	\$ 20.00	2 Issues
One quarter page -	\$ 15.00	4 Issues
One sixth page -	\$ 12.50	4 Issues
One-eighth page -	\$ 10.00	4 Issues
Business Card -	\$ 7.50	4 Issues

All material to be camera ready

Design and layout assistance is available  
Ask for a quote.



This photo was taken around 09:00 hrs. on April 27th, 2001 in the south Lakeside yard in Williams Lake. It arrived here the evening before to be turned around on our wye and serviced for her return trip to North Vancouver. Moments after this photo was taken, 3716 departed southward to Exeter to collect her "Steam Excursion" passengers who had been dispersed to enjoy the overnight comforts of various guest ranches and resorts in the 100 Mile House area.

When 3716 arrived in North Vancouver she was taken out of service due to a cracked crown sheet. The Provincial Government, who is the owner has since put this locomotive and 2860 up for sale. Both units require rebuilds before they can return to tourist service.

*Ken Swartz photo*

There is an interesting comparison of pilots shown in these two photographs, the picture at left which was taken at Squamish, on July 1st, 1949 shows a footboard pilot filled in with a steel plate. The photo on the right was taken at Squamish, July 24, 1950 and shows a boiler pipe pilot.

*Left photo by Ernie Plant, Wilber Whittaker Coll. Right photo by Norman Corness, George Carpenter Collection*





Bert Mills took these last photos of Sparky on March 27th, 1957.  
Scene is in the bone yard at the end of the Squamish yard.

*photos from Trevor Mills collection*

