



The CARIBOO



The British Columbia Railway Historical & Technical Society



Issue 30

October 1997

RDC's: The First 40 Years

Vancouver Wharves' Locos

Cement: An On-Line Industry

IN THE NEWS

Edited by Jim Moore

BC Rail has spent \$3.1 million to buy a restored 1940s vintage train from Seattle for dinner excursions on its scenic Howe Sound run starting June 6.

BC Rail's *Pacific Starlight* will run five times a week (Wednesday through Sunday) between North Vancouver and Porteau Cove, offering up to 400 passengers dinner with a view of the sunset over Howe Sound and the Coast Mountains.

The railway purchased nine rail cars, including three dome cars, from Seattle-based Spirit of Washington Dinner Train Co. for US\$1.8 million. (Ed Note: An inaugural trip consisted of kitchen car *Savoy*, ex Milwaukee Road full dome *Stardust*, ex Santa Fe short dome *Moonglow*, and an ex Burlington Zephyr rounded-end dome, pulled by B36-7 #3607.) According to Cathy Thomson, passenger services director, the cars have been restored to their original art deco style, and the additional money was spent buying china and silverware.

In addition to the Alaska cruise ship and tourist markets, Thomson said that BC Rail will also be looking to the corporate and incentive travel markets for business. Although the *Pacific Starlight's* regular schedule will end October 31, additional trips will be operated around Christmas, News Years Day and Valentines Day.

The steam train *Royal Hudson*, BC Rail's original tour product, attracts 70,000 passengers during its four-month season between North Vancouver and Squamish. The railway also operates the *Whistler Explorer* out of Whistler to the Fraser Canyon, and the *Cariboo Prospector* between North Vancouver and Prince George.

On Our Cover...

A five-car southbound Train No. 2 stopped at Wedge on May 17, 1980 to correct a mechanical problem, providing Ron Tuff an opportunity for a quick picture. Lawson Little's tribute to the first 40 years of Budd car operations begins on page five.

The CARIBOO

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The venture is expected to attract 28,000 passengers in its first year. (Vancouver *Sun* via Glen Etchells, William MacLatchy and Paul J. Crozier Smith) □

The first PGE depot in North Vancouver was moved in late June from its recent home in Mahon Park to its original location at the foot of Lonsdale Avenue. Over the next few months it will be restored for use by the North Vancouver Museum.

Built in 1913, the station served until 1928 when a rail tunnel was built under Lonsdale and Esplanade. It will officially reopen on September 20. (Grant Ferguson, *North Shore News*) □

Railfans have dubbed the 1900 hours northbound freight the "Overwaitea", as it usually includes 7 to 10 trailers of goods for the food store chain. The trailers are all 48-footers, so it is one unit to a TOFC car. (Grant Ferguson) □

A freight train consisting of 70 woodchip cars traveled four miles down the mainline near Clinton without the benefit of an engine. The incident, which occurred at 1745 hours on March 10, led to an immediate investigation by BC Rail.

According to spokesperson Colleen Brow, the southbound freight had stopped to pick up additional cars at Kelly Lake. The engineer and brakeman detached the locomotive to pick up cars from a nearby siding, leaving the train unattended. Moments later, the crew returned to discover that that the 70 cars had taken off down the track under their own power.

"Our investigation revealed that there was a violation of operating procedure by the crew," said Brow. "The crew failed to leave the air brake system in proper condition."

Brow said that the train was on the loose for about three minutes before the crew returned from the siding and noticed the train had moved. At that time, the engineer triggered the emergency brake system on the train using a radio controlled "communication dispatch unit" or emergency brakes on the freight train. (Lillooet *News* via Brad Dunlop) □

One of the toughest sagas in the history of the West Coast Railway Association has finally come to a happy conclusion: Pacific Great Eastern GE 70 tonner #551 is now a part of the museum's collection.

Built in June 1948, #551 was the first diesel on the PGE and was initially assigned to working the dock at Squamish. Her 550 hp rating limited her to this and yard duty in the area. Then in 1951, she was leased to the contractor building the Quesnel to Prince George extension. She returned to the PGE in 1954 and was subsequently sold to MacMillan Bloedel for use at its Harmac mill. In 1987, the locomotive was sold to a scrap dealer and the saga to save her began. (WCRA *News*) □

Riverside Forest Products has entered into an agreement whereby it will acquire the sawmilling and timber base operations of TimberWest Forest Ltd. at Williams Lake, as well as a railway tie treatment plant at Ashcroft.

In a related move, Slocan Forest Products agreed to acquire these assets and TimberWest's sawmilling operations at Mackenzie.

According to BCRHTS member Brad Dunlop, the new Riverside Williams Lake operation is now known as the Soda Creek Division. □

BC Rail's *Royal Hudson* steam train kicked off its 1997 operating season in May 31, and with a few changes in the consist. Gone are the green open cars and Parlour Class dining car *Mount Cascade*, replaced with open doors on the baggage-power car *Shalath*. And two of the new dinner train cars for Parlour Class: dome car #157 *Moonglow* and diner-observation #150. (WCRA *News*) □

On the morning of April 17, a grade failure at Mile 716.4 in the Ft. St. John Sub caused railway ties to move making the tracks unusable.

According to the railway, the 500-foot long slide, which was caused by water seepage, occurred on the west side of the track. At track level, the grade dropped vertically about four feet.

A second failure, at Mile 715, occurred on May 2. The cost of repairing the combined slides was estimated to be \$2 million.

Three Caterpillar D8 bulldozers and two scrapers were used virtually around the clock to make the needed repairs. The loss of the rail line had serious repercussions for Fibreco Pulp Mill in Taylor. The 145-employee mill normally sends about 10 cars a day on the line.

For the Alberta Wheat Pool in Ft. St. John, the closure came at a time that was less damaging. A company spokesperson estimated that maybe 10 to 12 cars a week are shipped at this time of year.

Geotechnical consultants noted that it was a combination of an extraordinarily wet winter last year, heavier than normal snowpack this year, and a quick snow melt. This caused an abnormally high water table which reduced the strength of the soil.

A third closure, again due to slippage occurred on June 2. Located at Mile 708 along the banks of the Pine River, south of the Peace crossing. A recent system tour of BC Rail was cut short at Dawson Creek. It is believed that some freight is being railed down from Fort Nelson, unloaded in Ft. St. John, and then trucked to a reload at Chetwynd. At press time, the line remained closed. (Ross Pugsley, misc. press reports) □

BCRHTS member Ian Bareham's article "Vancouver Train Barge Operations" was published in the May-June issue of *Model Trains International*. The basis for the article is Ian's HO scale modular layout. □

BC Rail's third annual Jingle Bell Express raised more than \$20,000 for charity. The steam train, decked in Christmas lights, made two return trips in December between North Vancouver and Squamish. (BC Rail *Carrier*) □

A northeastern B.C. chopstick manufacturing plant closed its doors this spring throwing 175 people out of work. The Canadian Chopstick Company closed its six-year old Fort Nelson plant in the face of high operating costs and competition from chopsticks made in China. (Victoria *Times-Colonist* via Andy Barber) □

Update to John Riddell's PGE stock car article (Issue 29): Former PGE #5000, the first of the converted reefer cars, is preserved at the Central British Columbia Railway and Forest Industry Museum in Prince George. Its roof hatches, once used for loading ice, proved ideal for throwing in hay to the cattle carried inside. □

BC Rail provided free ambulance service for an owl injured at Buntains, near Lillooet, that had to go the Orphaned Wildlife (OWL) animal hospital near Ladner. When the owl recovered, it traveled home again by train prior to being released into the wild. (BC Rail *Carrier*) □

A combination of factors made it a particularly difficult year for BC Rail and its customers in the forest products sector. New U.S. lumber quotas, a glut of woodchips, low demand for pulp, and depressed prices all conspired to reduce shipments of wood prices. With an 11 percent fall in pulp sales in B.C., wood chip prices fell by two-thirds of 1996 and as a result, movements of chips were 50 percent lower than the previous years.

Falling commodity prices also reduced mineral shipments, while operating difficulties at a number of coal mines served by BC Rail meant lower volumes in this market as well. (BC Rail *Carrier*) □

MOTIVE POWER NOTES

Edited by Paul J. Crozier Smith

- To meet increasing power demands, BC Rail has leased some more units! Former Santa Fe GE C30-7 #8084 (GE Leasing) and EMD SD40-2 HATX #754 (Helm Leasing) were delivered in February on the property. Pedigree of the SD40-2: HATX #903, CSX/FL #8966, nee CR #3608. Also spotted was another Helm Leasing unit, a blue and gold SD 40M-2, MPI 9020.

The Helm units are courtesy of General Electric, which was reported to be experiencing problems with the Dash 9 upgrades.

- Update: GECX C30-7 #8084 failed during service on BC Rail and was shipped to Chicago for repairs. It was replaced by GECX B40-8 #2002.
- GE Leasing B23-S7 #2002, wearing gray paint with *GE Super 7* series lettering, arrived in early March, coming off a lease with the Roberval & Saguenay.
- Ex BC Rail M420 #645 left Port Mann on Canadian National with the first intermodal train since the Fraser Canyon line reopened on April 7. She was waybilled to Buffalo on CN, then Conrail to Falls Road Railroad in Lockport NY. (WCRA *News*)
- An article regarding BC Rail motive power is expected to appear in the January 1998 issue of *Rail News*. (Brian Elchlepp)

RDC's: The First Forty Years

Lawson Little

Budd-built Rail Diesel Cars, RDC's or Budd Cars for short, first appeared on PGE rails in August 1956. Forty years on, most of the original cars, plus others acquired second-hand in later years, are still on the system, offering rail enthusiasts one of the last opportunities to ride these legendary vehicles in every-day service over the longest route in North America. This is their story.

Birth of a Legend

The first RDC rolled out of the Budd Company's Red Lion, Philadelphia plant on August 1st 1949, beginning one of the success stories of the post-war American railroad scene. Designed in response to an urgent need by railroads to reduce the cost of secondary and branchline passenger services, it was an effective marriage between Budd's already well established stainless steel passenger car and the equally successful GMC 6-110 diesel engine.

Corrosion in the new vehicles was virtually eliminated thanks to Budd's patented method of welding stainless cladding onto a solid stainless steel framework (their competitors had used rust-prone Cor-Ten steel frames). This gave the RDC structure a greatly enhanced life, proof of which is seen in the fact that in 1988, forty years after the first car rolled out, no less than 262 (64%) of the 404 cars produced were still intact, albeit not all self-powered. Only fire or wreck could prematurely end the life of a Budd Car, though of course its mechanical parts had to be maintained in good working order.

Budd had calculated that about 500 horsepower would be needed to provide acceleration rates equal to or better than contemporary electric M.U. cars, and to maintain a maximum speed of 85 m.p.h. on level track. The new GMC engines were rated at 275 horsepower, so two would be required for each car. So much for the power, the next problem was how to transmit it to the wheels.

The alternative options of using electric transmission via traction motors or mechanical drives through reversible change-speed gearboxes were both discarded on the grounds of weight and cost, respectively. Instead, the designers selected a hydraulic drive using Allison torque converters, the strength of which had been battle-hardened in World War II *Patton* tanks. Each engine drove through such a converter to the nearest inside axle, the outer axles being unpowered. In the event of a failure, the car could get home on one engine.

An important innovation on the RDC was mounting the engines on quickly detachable subframes, so that they could be dropped out of the car for repair or replacement. Budd experts once managed to extract an engine in twenty minutes, but even the standard allowance of 90 minutes meant less time in the shop and more on the road.

The car body was based on the standard 85-foot lightweight passenger car design, the only dimensional difference being a roof 5 inches lower than normal to keep the radiator dome and exhaust ports within the loading gauge. All other mechanical items were mounted under the floor to keep the interior entirely clear. Three standard layouts were initially offered: the RDC-1 was the straight 90-seat coach, the RDC-2 was a 70-seater plus baggage compartment, and the RDC-3 had 49 seats plus a baggage and RPO compartment. (In later years, just for the record, Budd built 14 cars to a specially shortened length of 73' with baggage and RPO facilities only, designated RDC-4. These were followed towards the end of production by yet another variation, the RDC-9, which squeezed 94 seats into the standard body by eliminating one of the toilets and the engineman's controls.)

Budd Cars Come To British Columbia

PGE was in no hurry to jump on the RDC band wagon. The prototype car was approaching its seventh birthday before the PGE directors, with their link to North Vancouver finally completed, decided to pension off the assorted collection of ancient

steam-hauled heavy weights and converted interurban cars which were virtually the railway's only passenger equipment, and order replacements from Philadelphia.

Budd's assembly line had been nominally shut down since mid-1955, while the RDC design received a mid-life face lift. "New Look" cars began rolling out of the reactivated facility during the summer of 1956. The changes were mainly cosmetic, including a more streamlined roof dome, smaller cab windows, the option of carrying the body side fluting around onto the end of the car (PGE was the only Canadian operator to choose this), self-coloured plastic interior, and a revised headlamp housing. Certainly of greater significance was the upgraded mechanical specifications: engine output boosted from 275 hp to 300 hp, larger wheels, and fast-acting disc brakes.

All these changes applied to serial number 6301 onwards. The first three cars allocated to the PGE were s/n 6319-21, produced in August 1956. Budd classed them as RDC-1's, but in fact, they were non-standard, having the seating capacity reduced from 90 to 80 seats to allow for a small mail and baggage compartment in the A end. The external appearance, with eleven windows per side, was unaffected.

Running numbers BC-10/11/12 were allocated to the new cars in order of construction. It may just be coincidence that over the long years since 1913, PGE had previously operated nine other self-propelled cars, if one counts the short-lived CPR 9005, which was tried and rejected in 1948. The Budd cars made their first trial run to Prince George in September 1956. BC-12 officially being the first in service; the same month saw the arrival of three further cars, s/n 6508-10. These were RDC-3's, providing seats for 49 passengers plus a RPO and baggage section. Again they varied from standard, having the RPO section replaced by a propane-powered kitchen/galley. Later an additional toilet was added, further reducing the seating to just 48.

The Budd cars were used for a few months on the short run between North Vancouver and Squamish, so that the operating and maintenance crews could become familiar with the new technology. To travellers on the PGE who had been used to the old heavy weights cars, the new arrivals, resplendent in their silver, orange and green colours, must have seemed like visitors from another world! The only jarring detail in appearance was a dark green 'V' on the ends, which straggled untidily across the cab windows and end door. Fortunately, this disappeared when the cars were repainted.

Another RDC-3, s/n 6601, arrived at the end of the year, and four cars of this type were numbered BC-30/31/32/33, again in order of construction. Presumably the large gap between these and the original RDC-1 car numbers was to ensure that the kitchen-fitted cars would be correctly allocated when planning consists.

With catering facilities now available, the railway could use the Budd cars on the 462 mile run to Prince George, and they began service on that route in January 1957, completing the journey in 13 1/2 hours. From September 1958, operations were further extended, with journeys to Chetwynd (daily) and Fort St. John and Dawson Creek (tri-weekly). These extra services were not well supported, and ended in May 1962. Since then, the RDC's have only appeared north of Prince George on special occasions. In 1966, service on the mainline north of Lillooet was reduced to tri-weekly, though daily service was maintained on the southern section of the railway.

Early Accidents

Two of the new cars were destined to have much shorter lives than their designers had intended. BC-32 was particularly unfortunate. On February 8 1960, when only three years old, it collided with a gasoline truck at Canim, just south of Exeter, and was destroyed in the subsequent blaze. BC-31 was also unlucky, though it lasted longer before coming to the same fiery end after hitting a rockslide at mile 161.8 north of Lillooet on November 26 1973.

BCR Goes Shopping

BC-10 also had an accident at some time in its early career, leaving it with no ribbed fluting on one end, but it and the other cars managed to avoid the fate of BC-31 and 32. However, with only five cars available, the BCR decided to look for additional RDC's on the second-hand market, new production having ceased in 1962. They located a number of surplus Amtrak cars stored at the Reading Shops, and bought four of them, intending to make two good cars out of the four.



BC-10 at North Vancouver in the original orange and green colour scheme of the Pacific Great Eastern.
Ron Tuff Collection.



As seen at Lillooet in 1987, BC-20 features both white stripes in the nose and the 75th anniversary herald.
Ron Tuff Collection.

The cars arrived at North Vancouver by barge in December 1975. All had been owned by Burlington Northern before their sale to Amtrak in 1973. Serial number 6302 was an RDC-3, the only one ever owned by BN's predecessor Great Northern. It had been built in the summer of 1956, coincidentally alongside the first PGE cars. Numbered 2350, it had been allocated #43 after its sale to Amtrak, but the number had never been applied. The three other cars were ex-Northern Pacific, where they carried numbers B40-42. Again the numbers had not been altered by BN, nor by Amtrak, which had made little, if any, use of the cars before storing them.

Upon closer examination, it was decided that the three NP cars were unfit for further use, and after removal of some parts, the remains were sold to VIA in 1978 for use in repairing their wreck-damaged Budds. Number 2350, however, was more fortunate. It entered Squamish Shops for a rather prolonged overhaul and rebuild, in the course of which the RPO section was replaced by a kitchen/galley similar to the other three RDC-3's. It finally entered service in October 1976, carrying the number of the car it replaced, BC-31.

Meanwhile the pattern of service established in 1966 continued with little variation. Train No.1, consisting usually of a couple of RDC-1's, would leave North Vancouver early each morning, reaching Lillooet around lunchtime, and returning to North Vancouver after a three-hour layover. On alternate days (daily during summer) the train would be strengthened by a car or two, including at least one RDC-3. These would be uncoupled at Lillooet to continue north to Prince George, arriving about 8:30 p.m. The following morning, they would return south as Train No.2, picking up that day's short turn cars at Lillooet, arriving in North Vancouver in mid-evening.

These arrangements continued through the 1960's and '70's, but all was not well. Rider levels were less than satisfactory, and the BCR was losing more than a \$1,000,000 annually on the service. In 1978, it was recommended that the railway should suspend passenger service altogether, but the BCR persevered. The now-25-year-old Budds, still structurally sound, were showing their age in increasingly unreliable performance.

Crisis on the BCR

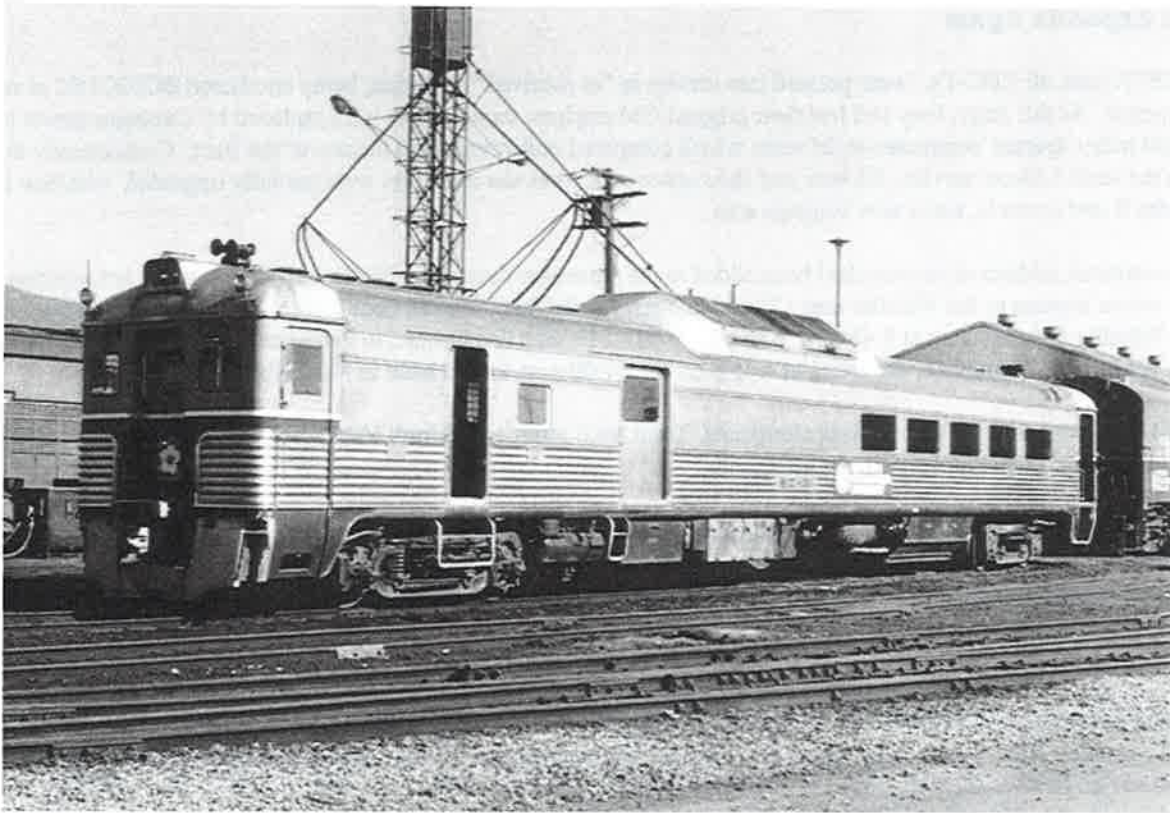
Things eventually came to a head. In an attempt to cut the ailing Budd Car mileage, services were reduced beginning February 16 1981. Service to Lillooet was provided on alternating days, and only once per week to Prince George. The public's reaction was immediate and furious! Forced to intervene, the B.C. Government promised financial aid to rehabilitate the RDC's, and normal service resumed on May 4th.

The first evidence of government help was the despatch of BC-33 to Vickers Inc. in Montreal for a complete rebuild. During rebuilding, new Cummins engines replaced the venerable GM engines, and a new galley, replacement air conditioning and airline-style reclining seats were fitted. The engineman's controls at the B end were removed as redundant, since the cars rarely operated singly. Resplendent in a new colour scheme of dark green and silver, with white diagonal end stripes, BC-33 finally returned home in November 1982, along with a bill for \$1,400,000! (The original cost when built was around \$200,000.)

In the meantime, the other cars had soldiered on in an increasingly unreliable state. (Ed note: see the author's experiences in *The Cariboo*, Issue 16.) Not surprisingly, the B.C. Government was unwilling to finance further rebuilds at that cost level, so BC-10/11/12 and 31 had to manage with replacement engines only. This did little to improve their overall reliability.

In an effort to ease the power shortage, the BCR pulled BC-30 off the deadline where she had rested since the galley fire in July 1982. The Squamish shop crew matched the total rebuild that had been performed by Vickers, but at a more affordable price. BC-30 re-entered service in December 1983, and was followed through the shops by BC-31, which in turn emerged in June 1985. Thus all three RDC-3's were now fitted with airline-style seats, qualifying them for use by "Cariboo Class" premium-fare passengers. (BC-10/11/12 received the same upgraded seating later.)

Encouraged by favourable public reaction to the rebuilt cars, the BCR took a more positive attitude toward the future of passenger services in general, and went shopping in the second-hand market again. This time it purchased three cars from the Southeastern Pennsylvania Transit Authority (SEPTA) in Philadelphia. SEPTA 9155/56/60 (s/n 7003/04/08) had originally been built for the City of Philadelphia, which had assigned them to the Reading Railroad. They had been part of the very last order of RDC's ever built, appearing in December 1962, when the assembly line had been briefly re-started after a five year shutdown.



An example of the dogwood scheme, BC-31 was captured by Grant Ferguson in March 1978 while on layover in North Vancouver.



BC-12, a RDC-1, photographed by the author in May 1978. Compare the unit's front face with the photo of BC-31.

The Fleet Expands Again

The SEPTA cars, all RDC-1's, were pressed into service in "as received" condition, being numbered BC20/21/22 in serial number sequence. At this stage, they still had their original GM engines, though these were replaced by Cummins power later. They also had rather spartan 'commuter-style' seats, which compared unfavourably to the rest of the fleet. Consequently they were restricted to the short Lillooet service. As time and shop space permitted, the three cars were partially upgraded, with new floors, removal of the B end controls, and a new baggage area.

In the meantime, additional services had been added to the passenger timetable. November 1985 saw the introduction of ski services for winter visitors to the Whistler area. Train No.5 left North Vancouver an hour before the normal daily service and ran non-stop to Whistler arriving there at 8:45 a.m. The pair of RDC-1's then deadheaded to Pemberton where they laid over before returning to Whistler as Train No.6, departing at 4:45 p.m. for a 7:00 p.m. arrival back in North Vancouver.

For the 1986/87 season, the layover was eliminated. Train No.6 returned to North Vancouver immediately after unloading. A separate service ran as Train No.7 & 8 in the afternoon.

Unfortunately, revenue from these services was insufficient to cover the extra costs incurred, so in 1987/88 the afternoon trains were discontinued. The following two winters, Trains No.5, 6, 7 and 8 were annulled and skiers were accommodated with difficulty on the regular passenger service. The ski specials were reinstated for the 1990/91 and 1991/92 seasons. In the latter season, they helped to raise total ridership to 107,000 for the year, the best result since 1958.

Meanwhile, the fleet had expanded again, with the purchase of three cars from VIA. These were a mixed bunch: VIA 6102, an RDC-1, had started life as CN D102 (s/n 6618) back in February 1957. It was renumbered 6102 in 1969 and was transferred to VIA in 1978. Another RDC-1, VIA 6128 (s/n 5817, class of '53), operated as CP 9051 before its sale to VIA at the same time. The third car was an RDC-2, the only one ever owned by BC Rail. Built as CP 9112 (s/n 6607 in 1957), it was sold to CN in 1978 as 6211, and was eventually sold to VIA in 1981.

These cars were all purchased from VIA in May 1990. VIA 6102 was repainted and entered service in July as BC-15. The 6211 followed later as BC-23, but the third car (#6128) was never activated. It was allocated number BC-16, which it never carried, and remains at Squamish as a source of parts for its more fortunate sisters. In June 1990, BC-20 also received replacement seats, borrowed from RDC-1's, and was renumbered BC-14.

Nine Car Budd Train!

June 11, 1992 was the last day that year when special reduced spring fares applied, and such was the demand for seats that more and more cars had to be added to the consist. In the end, no less than nine RDC's arrived in North Vancouver (an hour late) on Train No.2 that evening. For the record, they were in order, BC-33/23/12/21/30/31/10/14/11, leaving only BC-15 and BC-22 idle that day. With the recent reduction in the active fleet, it is unlikely that this record will ever be matched.

More Accidents

The southern section of the BCR mainline has always been subject to disruption from rock slides. Both steam and diesel have ended up under water over the years; some are there yet. Despite the operation of track inspection vehicles ahead of passenger trains, the lightly-built RDC's were not immune to such dangers. On December 3, 1993, Train No.2 derailed at Mount Currie after hitting a slide apparently caused by heavy rain. BC-22, the leading car, rode over the rocks before overturning, resulting in a severely buckled floor, bent frame, and most of the below-floor equipment destroyed. The passengers were luckier! BC-22 never ran in service again, being stripped of parts for use on other cars. Today, it stands as an empty shell on blocks at Squamish.

An Uncertain Future

In 1993, the B.C. Government withdrew a number of rail subsidies including those applied to passenger operations, leading to a review of existing services. The 1994 winter service was covered by just four cars, the remainder being laid up for the season.

However, some up-grading continued, with BC-21 being the last car in the fleet to receive reclining seats in February 1995. This gave the BCR an opportunity to eliminate Standard Class fares altogether, offering only *Cariboo Class* premium rates which included meal service.

It was also announced that, although daily service to Lillooet would be maintained, trains on the northern section to Prince George would be restricted to three times weekly throughout the year, instead of daily in the summer season. The Prince George trains would consist of two cars only. How the railway planned to cope with passenger loads beyond such limited capacity was not revealed.

Despite these cutbacks, one new service was announced for the 1995 summer season. It was planned as a daily operation for tour customers. Three cars ran a round trip between Whistler and Kelly Lake. The return trip was combined with the Prince George service on days when that train ran. It is likely that future services will target specific traffic flows such as this, rather than simply running trains from one end to the other.

The revised level of service was thought to require just seven cars: four RDC-1's and three RDC-3's. In fact, eight Budds remain available for use: BC-10/11/14/15/21/30/31/33. The remainder lie in Squamish Yard. BC-12 has a stripped interior, but is otherwise intact. BC-16, as mentioned earlier, never even existed as such and remains as VIA 6128 in its unrepainted state, albeit still nominally intact. BC-22 is a hulk, and BC-23 was recently sold for use in an episode of the *X-Files*, in the course of which it was spectacularly blown up. The remains were returned to Squamish.

What of the Future?

Given the uncertain prospects inherent in the recently proposed privatization of the BCR, it is difficult to make predictions. The writer's experience of a similar situation in the United Kingdom suggests that hard-nosed accountants, with their total preoccupation with the 'bottom line', will have an even greater influence on management decisions than they already enjoy. Such a scenario suggests that any activity failing to achieve a clear and significant return is likely to be discontinued very quickly.

Set against this rather gloomy outlook are three important elements. First, the line northwards from Vancouver is one of the most magnificently scenic rail routes in the world. Bearing in mind the importance of tourism to the British Columbia economy, it is unthinkable that passenger access to such splendour should be denied. Second, the line is the haunt of what is virtually the last significant fleet of Budd RDC's operating anywhere in daily service, making it increasingly attractive to rail enthusiasts. Third, and in the final analysis perhaps the most important, is the dependence on regular passenger service by people living in areas along side the line. While the situation remains, the passenger services should be safe. Short of investing heavily in new passenger equipment, which seems most unlikely, the Budd Cars, even at their advanced age, should also survive, given their legendary structural reputation and the finely-developed skills of the Squamish shop force. However, in this world nothing is certain, so as we look forward to the NEXT forty years, perhaps the message should be "Ride'em While You Can!"



Ron Tuff found BC-33 and 11, in the current colour scheme while at Exeter in June 1994.

Number	Model	Serial #	Built	In Service	Date Withdrawn	Status Jan. '96	Notes
BC-10	RDC-1	6319	8/56	8/56		In service	Bought new.
BC-11	RDC-1	6320	8/56	8/56		Squamish, laid up	Bought new.
BC-12	RDC-1	6321	8/56	8/56	1995	Squamish, partly stripped	Bought new.
BC-14	RDC-1	7003	11/62	12/83		In service	Ex BCR BC-20, exx SEPTA 9155, nee RDG 9155. Purchased by BCR 12/83. Renumbered BC-14 6/90.
BC-15	RDC-1	6618	2/57	7/90		In service	Ex VIA 6102, exx CN 6102, nee CN D102. Purchased by BCR 5/90.
BC-16	RDC-1	5817	10/53	nil	Never ran.	Parts source	Ex VIA 6128, nee CP 9051. Purchased by BCR 5/90.
BC-21	RDC-1	7004	11/62	12/83		Squamish, laid up	Ex SEPTA 9156, nee RDG 9156. Purchased by BCR 12/83.
BC-22	RDC-1	7008	12/62	12/83	1/94	Squamish, stripped	Ex SEPTA 9160, nee RDG 9160. Purchased by BCR 12/83
BC-23	RDC-2	6607	2/57	1992	1995	Squamish, explosion hulk	Ex VIA 6211, exx CN 6211, nee CP 9112. Purchased by BCR 5/90.
BC-30	RDC-3	6508	9/56	9/56		In service	Bought new.
BC-31:1	RDC-3	6509	9/56	9/56	11/73	Wrecked, scrapped	Bought new.
BC-31:2	RDC-3	6302	7/56	10/76		Under repair	Ex Amtrak 43, exx BN 2350, nee GN 2350. Purchased by BCR 12/75.
BC-32	RDC-3	6510	9/56	10/56	2/60	Wrecked, scrapped	Bought new.
BC-33	RDC-3	6601	12/56	1/57		In service	Bought new.
-	RDC-3	6507	9/56	nil	Never ran.		Ex Amtrak 41, exx BN B41, nee NP B41. Purchased by BCR 12/75 for parts only. Sold to VIA 1978.
-	RDC-3	5701	12/52	nil	Never ran.		Ex Amtrak 42, exx BN B42, exxx NP B42, nee DM&IR 1. Purchased by BCR 12/75 for parts only. Sold to VIA 1978.
-	RDC-3	6017	3/55	nil	Never ran.		Ex Amtrak 40, exx BN B40, nee NP B40. Purchased by BCR 12/75 for parts only. Sold to VIA 1978.

PGE/BCR Budd RDC's: All-time Roster

References:

"PGE/BCR" (4 volumes), by Timothy Horton
 "Route of the Cariboo", by Adolf Hungry Wolf
 "Budd Car", by Chuck Crouse
 "The Cariboo"

Published by B.R.M.N.A. 1985-93
 Published by Canadian Caboose Press 1994
 Published by Weekend Chief Publishing Co. 1990
 Published by The B.C.R.H. & T.S.

Many thanks to Patrick Hind for providing additional information.

INTERCHANGE

Photos of Leased Locos Sought: Seeking photographs of GE Leasing GE C30-7 #8084, GECX B40-8 #8002, GECX B23-7 #2002, and Helm Leasing (ex Southern Pacific) SD45T-2s. All locomotives have been on lease to BC Rail. Paul J. Crozier Smith, 1148 Balmoral Road, Victoria, BC V8T 1B1 (or e-mail corzier@direct.ca)

Wanted: Overland Models #5275 HO scale BCR M420W. Contact Brad Dyke, 9423 119A Street North Delta, B.C. V4C 6P4 or call (604) 588-6588.

Wanted: *Rail Canada*, Volume 2, by Donald C. Lewis. Will pay top dollar for bound or paperback copy in good condition. Will also consider trade for original PGE ETT's or various other printed items. Brad Dunlop, 170 Jupiter Court, Kelowna, BC V1X 5W5 (or e-mail: boc@direct.ca).

Photos Needed: We are seeking photographs to illustrate articles on the following subjects: stock loading, PGE ice house operations, the history of Lillooet station. All materials will be returned promptly in good condition. Jim Moore, BCRHTS, 25852 McBean Parkway, Suite 187, Valencia, California 91355-3705 USA (or e-mail transitwiz@aol.com).

Seeking Info for HO scale modeling of General Electric's B36-7 and B23-S7 locomotives. Paul J. Crozier Smith, 1148 Balmoral Road, Victoria, BC V8T 1B1 (or e-mail corzier@direct.ca).

PGE Steam Locomotives: A limited supply of this informative book authored by BCRHTS member Patrick O. Hind is available from The BC Railway Historical Association. Priced at only \$11.95 USD or \$13.95 CDN. Order from BCRHA, Box 8114, VCPO, Victoria, BC V8R 3R8.

Modeling C/M630s: Dave Barone is preparing an article for publication in *The Cariboo*. He is seeking input from anyone who has experience modeling these locomotives in N scale. Write Dave at 409 North Gerard, Villa Park, IL 60181 (or e-mail at BCRAILDB@aol.com).

Route of the Cariboo: Autographed by the author, in mint condition. Originally priced at \$60 CDN, will sell for \$50 including shipping. Great reference source of PGE/BCR railfans and modelers. Jim Moore, 25852

McBean Parkway #187, Valencia, CA 91355-3705 (or e-mail transitwiz@aol.com).

Atlas C425 For Sale: HO scale, factory painted as BCR #805. Priced at \$140 CDN plus shipping. Paul J. Crozier Smith, 1148 Balmoral Road, Victoria, BC V8T 1B1 (or e-mail corzier@direct.ca).

The **Seventh Division/Pacific Northwest Region** of the NMRA will hold its 15th annual meet and public show at the Cameron Rec Center in Burnaby, B.C. Activities include displays, layout tours, contests, clinics, and a banquet.

The public show is Sunday, November 9, from 9:00 am until 4:00 pm. Admission is four dollars for adults, two dollars for students and seniors, and eight dollars for a family. To register for the other activities, contact Brian Clogg at (604) 588-2194.

The **West Coast Railway Association** offers a unique way to see Beautiful British Columbia with its all-inclusive tour packages. Available in either the spring or fall, this is the original classic tour of BC by rail. For this fall, WCRA has made some changes, adding to the options, making for a more relaxed route with extra browse time in some towns. As always, WCRA tours offer all daylight travel with comfortable hotels each night.

The Fall System Tour is a more relaxed version of the earlier offered outings, omitting Quesnel and some branch lines. This itinerary is ideal for those who wish to see the province in its fall colour glory, still get all the way north to Fort Nelson, yet have some additional time to spend in several on-line communities. Three travel options re offered, all lasting nine days.

The Fall System Tour will operate from Sept 6 through 14. Pricing is \$2175 to \$2390 depending on the option selected.

Contact the WCRA at (800) 723-1233, or locally at (604) 524-1011.

Vancouver Wharves

Ron Tuff

Vancouver Wharves was formed in 1960, on the north shore of the Burrard Inlet, directly adjacent to Pacific Great Eastern's North Vancouver freight yard. Situated on 111 acres of land, with five deep sea berths and 1000 metres of wharf frontage, the main products handled are sulphur, potash, mineral concentrates, methanol and pulp and paper for twenty major customers.

During the early 1990's, BC Rail developed a long range strategic plan to diversify, by purchasing assets that would in turn generate more rail traffic. Following nearly a year of negotiations, one of Vancouver Harbour's five bulk terminals, Vancouver Wharves Limited, was purchased on March 25 1993, at a cost of \$15.75 million, which included \$60 million in debt.

The first transaction of the wholly-owned, but independently-operated, subsidiary was to create Wharves Leasing, a division of Vancouver Wharves Ltd. Next BC Rail transferred ownership of all rolling stock, locomotives, road vehicles, track repair equipment, and main frame computers at fair market value. After receiving a promissory note for \$187.5 million, the equipment was immediately leased back to BC Rail. The deal created needed cash flow for Vancouver Wharves by repositioning BC Rail's assets. The result was an improved tax position for the BC Rail Group of Companies, while still owning 100% of the equipment. The income generated by Vancouver Wharves could now be reinvested in new equipment. An additional benefit of the lease was to more effectively determine the cost, contribution and operational performance of BC Rail's rolling stock fleet.

The acquisition of Vancouver Wharves demonstrates the railway's commitment to customers by providing uninterrupted service from point of origin to port, and diversifying revenues while supporting the core freight business.

Diesel Locomotives

During nearly forty years of operation, Vancouver Wharves has switched a variety of rolling stock into their terminal using a fleet of used locomotives from at least five different manufacturers. The most unique were the two Hudswell Clarke & Company 0-6-0 diesels acquired from Samuel Williams & Sons Limited of Dagenham, Great Britain. Acquired in 1960, these locomotives were only 204 horsepower, and their light weight often resulted in flat wheels as they tried to stop a cut of loaded freight cars.

To supplement the Hudswell Clarke switchers, Vancouver Wharves purchased a General Electric 80-ton switcher from Canadian National in 1966 and numbered it 25. After a prime mover failure in 1973, this locomotive continued to operate with the front engine and hood missing, looking somewhat like a GE 25 tonner on a stretched frame.

As the rolling stock switched into the terminal grew in capacity, more powerful locomotives were required. Four MLW switchers were purchased from Canadian National beginning in 1969. They were operated in their basic black paint scheme with the "Wet Noodle" herald painted out, and a small yellow "Vancouver Wharves" painted near the top of the long hood on each side.

Four additional ALCO locomotives were purchased in the late 1970s and early 1980s. These included an S6 from the Tacoma Municipal Belt #950, which was renumbered to 21 (2). The white with red centre stripe and roof may have inspired the current paint scheme, red with a white hood and frame stripe. Two more S6 locomotives were purchased from Southern Pacific, and were subsequently renumbered and repainted. The most unusual ALCO purchase, however, was a RS1 from Atlas Mine & Mill.

When the older MLW locomotives required replacements in the late 1980s, Vancouver Wharves returned to the used locomotive market to purchase two EMD SW1200 switchers. These were followed by BC Rail #502, a S13 which had operated in the adjacent North Vancouver yards since 1959. The MLW's tenure was short lived, however, replaced by three EMD SW1500 locomotives in 1995/96.

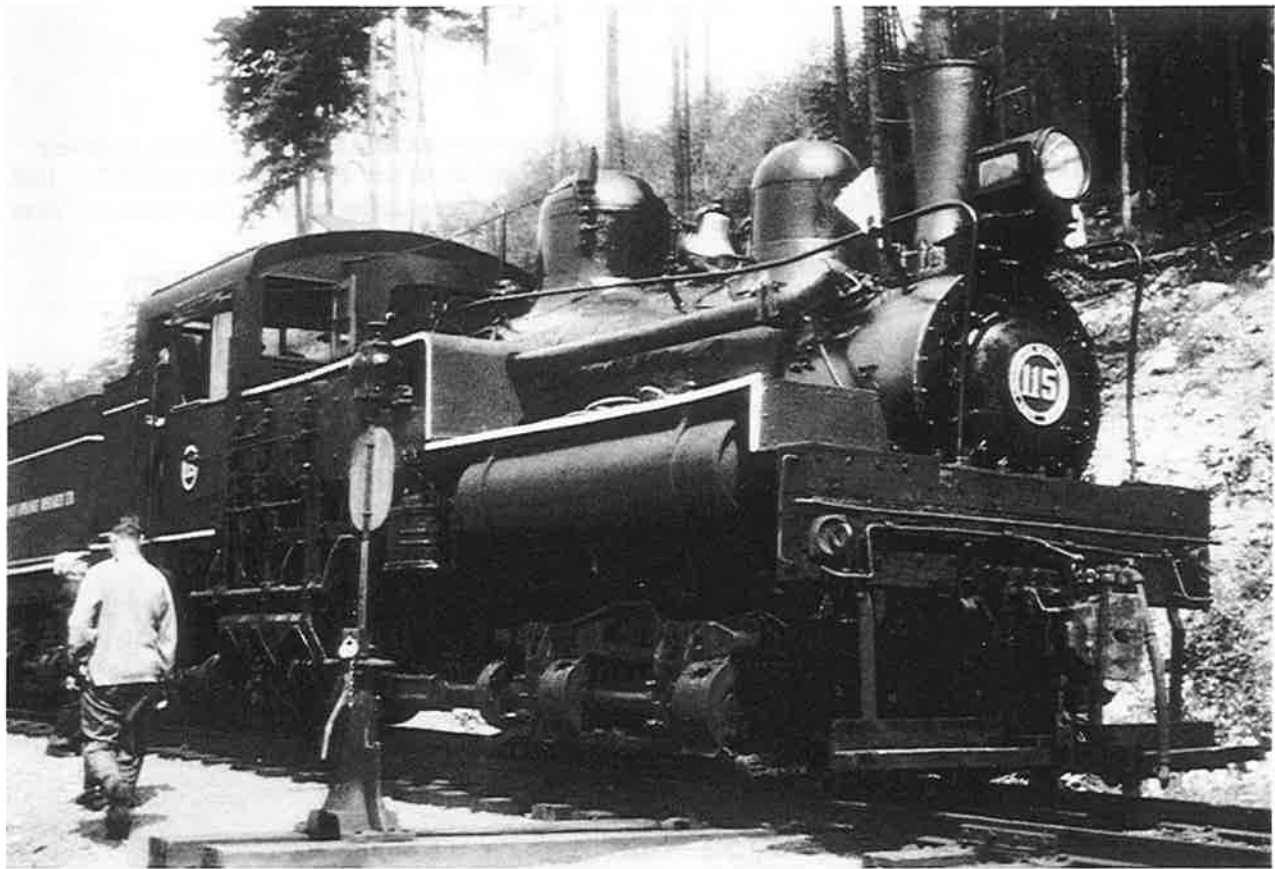
Steam Locomotives

Two steam locomotives were also operated by Vancouver Wharves but were actually owned by Railway Appliance Research Limited. These Pacific Coast Shays, numbered 114 and 115, were leased from 1962 and 1964 until 1970. Both locomotives were owned by the famous Bob Swanson, who designed the airchime whistles made by Airchime and Nathan.

Many thanks to Roger Behn, Paul Crozier Smith, Grant Ferguson and Jim Moore, as well as Extra 2200 South, The Coupler and The Cariboo for who providing information to compile the text, chart and photographs for this article.



Number 23 was a MLW S4 #8019 purchased from Canadian National in 1976. It initially retained its white frame stripe and red ends with a new yellow cab number. A small "Vancouver Wharves" is barely visible above the radiator louvers on the long hood. By 1984, the paint scheme had been simplified by eliminating the white frame stripe and red ends. The step wells were painted yellow and the number was restencilled in yellow near the bottom of the cab side. Photographed by Paul J. Crozier Smith on August 9 1976.

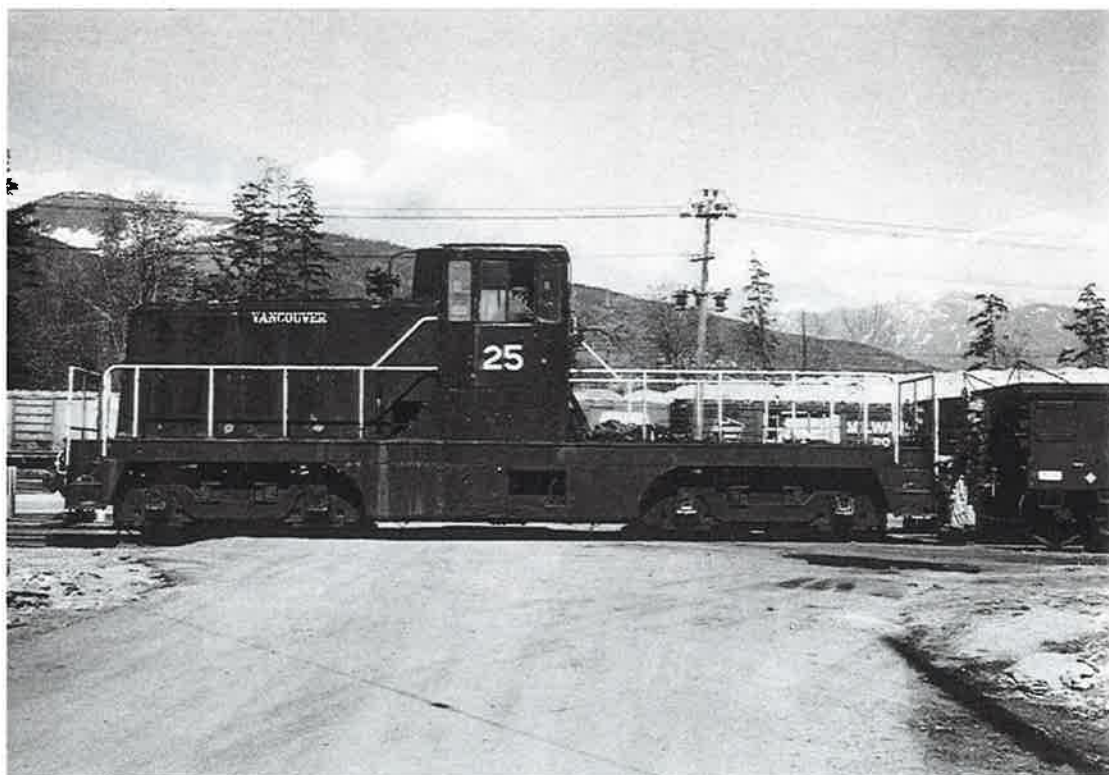


Pacific Coast Shay #115 leased from Railway Appliance and Research. Photo dates unknown. Lower photo at PGE's Horseshoe Bay station. George Hearn Collection. Courtesy of Paul J. Crozier Smith.





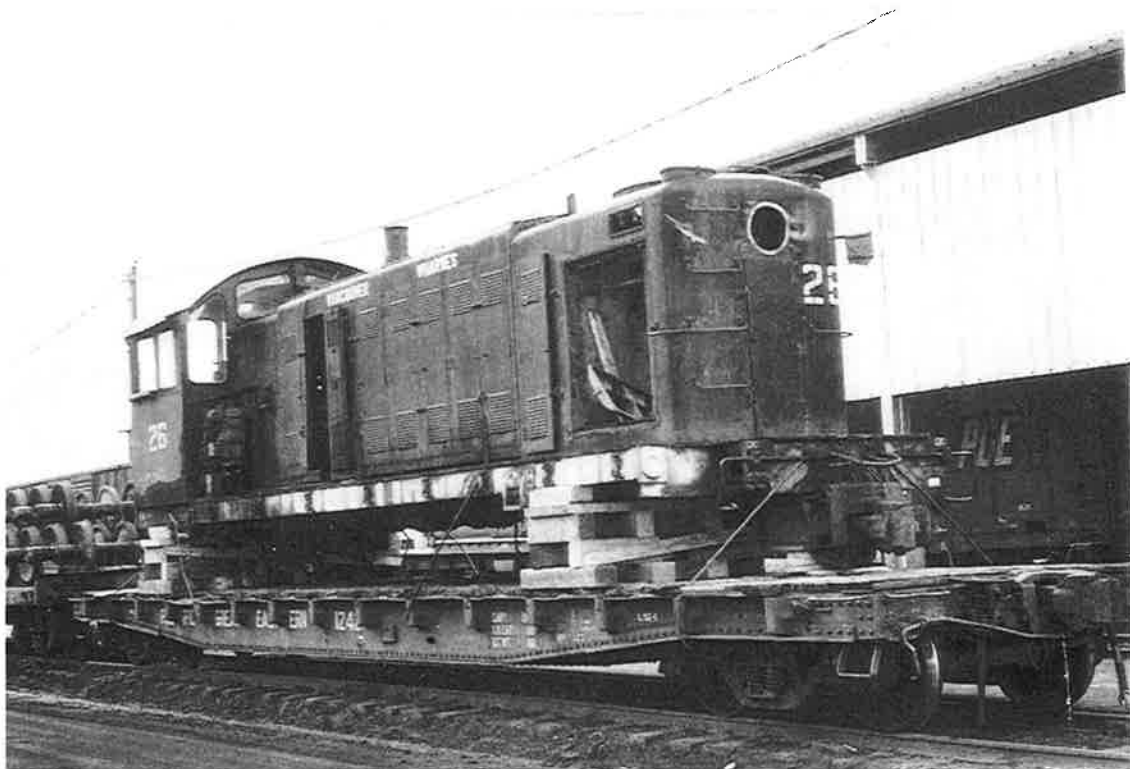
The Hudswell Clarke & Company locomotives arrived in North Vancouver in 1961, painted light blue. The connecting rods and the North American style couplers have not been installed yet. Notice the Pacific Great Eastern passenger equipment in the background. Photographed by Roger F. Behn.



The only General Electric locomotive on the roster operated with only one engine and hood during 1973. This must have produced a significantly underpowered switcher. After the rebuild, #25 was painted dark blue with yellow safety railings. The name was stenciled in the cab sides and the number on each long hood in yellow. Photographed by Paul J. Crozier Smith on April 20 1973.



The only non-switcher design locomotive owned by Vancouver Wharves was a RS1 purchased from Atlas Mine & Mill. Painted in the traditional black with yellow railings and cab number, notice the original number 54 still appears in the long hood number board. Photograph by Ron Tuff on May 18 1980.



Vancouver Wharves #26, was a MLW S3 #8469 purchased from Canadian National in 1969. It was the only locomotive ever sold to the British Columbia Railway, albeit for parts, then scrapped in 1977. Seen here, loaded on PGE 1242 flat car destined for the scrapper's torch. Photographed by Grant Ferguson in April 1977.



Number 29 was an ALCO S6 #1240 purchased from Southern Pacific in October 1980. It was repainted in the Tacoma Municipal Belt inspired scheme of white with a red stripe and roof. By 1987, it had been repainted red with a white hood stripe. Photographed by Paul J. Crozier Smith on August 17 1981.



SW1200 #824 was still equipped with Missouri Pacific style classification lights on the front of the long hood and a twin horizontal headlight on the rear of the cab. Photographed by Ron Tuff on June 26 1995.

Number	Builder	Model	Serial #	Built	Notes
21:1	Hudswell Clarke & Co.	0-6-0 D 204 hp	D701	5/49	ex Samuel Williams & Sons Ltd of Dagenham , Great Britain. Six wheel jackshaft-drive. Acquired in 1960. Scrapped 1/73.
21:2	ALCO	S6	81724	6/56	ex Tacoma Municipal Belt Line #950, exx SP #1220, nee SP #1053, acquired 12/80. Initially operated as #950. Sold to Canadian Rail Service, Edmonton AB, 3/96.
22:1	Hudswell Clarke & Co.	0-6-0 D 204 hp	D702	7/49	ex Samuel Williams & Sons Ltd of Dagenham , Great Britain. Six wheel jackshaft-drive. Acquired in 1960. Sold to Commercial Steel 1974 and later scrapped.
22:2	ALCO	RS1	73572	5/45	ex Atlas Mine & Mill #54, exx Mannix Construction #54, exxx SP&S #54, nee OE 54. Sold for scrap 6/81.
23	MLW	S4	77599	9/52	ex CNR #8019, acquired 6/76. Donated to West Coast Railway Association 3/87. Deaccessioned from WCRA 8/96.
24	MLW	S2	76458	6/49	ex CNR #8141, acquired 10/73. Sold for scrap 6/81.
25	GE	GE 80 T	28688	3/47	ex CNR #74, nee National Harbour Board #1, acquired 5/66. Donated to West Coast Railway Association, 1989.
26:1	MLW	S3	79129	4/53	ex CNR 8469, acquired 5/69. Initially operated as #9. Sold to BCR for parts, then scrapped 1977.
26:2	ALCO	S6	81806	8/56	ex Vancouver Wharves #30, exx SP #1232, nee SP #1065, acquired 2/81. Briefly operated as #826. Sold to Canadian Rail Services, Edmonton AB., 3/96.
27	MLW	S3	77289	3/53	ex CNR #8468, acquired 6/70. Initially operated as #8. Retired and scrapped 1986.
28	MLW	S3	79132	6/53	ex CNR #8472, acquired 12/72. Initially operated as #84. Donated to West Coast Railway Association 1988.
29	ALCO	S6	81819	11/56	ex SP #1240, nee SP #1073, acquired 10/80. Sold to Ontario Southland Railway, 9/96.
114	Lima	Pacific Coast Shay	3320	7/28	Leased from Railway Appliance Research Ltd 1/64 to 10/70. Ex Western Forest Industries #5, exx Lake Logging #5, nee Mayo #4. Sold to Cass Scenic 10/70.
115	Lima	Pacific Coast Shay	3350	4/36	Leased from Railway Appliance Research Ltd 2/62 to 1970. Ex Can-For #115, exx Can-For #11, exxx Hillcrest Lumber #11, exxxx Mayo Lumber #5, nee Merrill Ring Wilson #5. Sold to BC Government in 1970 and displayed at the Fort Steele Provincial Heritage Park.
820	EMD	SW1500	35760	1/70	ex SP (SSW) #2582, acquired 12/95.
821	EMD	SW1500	33620	5/68	ex SP (SSW) #2489, acquired 9/96.
822	EMD	SW1200	30247	7/65	ex SP #2280, nee SP #1615, acquired 10/88.
823	EMD	SW1500	33622	6/68	ex SP (SSW) #2491, acquired 10/96.
824	EMD	SW1200	31237	2/66	ex Missouri Pacific #1279, acquired 1/87.
827	MLW	S13	82549	1/59	ex BCOL #502, exx BCOL #1002, nee PGE #1002 acquired 1/92. Sold to Ontario Southland Railway, 9/96.

On-Line Industry: LaFarge Cement

Ross Pugsley

Most of the industry articles that have appeared in *The Cariboo* have dealt with the shipment out of resource materials such as coal, lumber, copper, and sulfur. And so it should be; this is where the BC Rail makes most of its income. There are a few companies, however, that receive products by rail for distribution. By doing so, they help relieve the highways of wear and tear. One such company is Lafarge Canada, Inc. in Fort St. John, which has its located plant within the BC Rail's industrial park, served by a spur from the main yard area.

Lafarge brings in bulk cement which arrives in pressure-flow hopper cars. Sometimes these are BC Rail's own 2200-series cars as described in Issue 17 of *The Cariboo*. However, any pressure-flow car will do. Lafarge even has its own cars. For example, cars NAHX 94231 and NAHX 1030, both lettered for LaFarge, were recently noted.

The cement that is delivered is either of two types. The first is called Oilwell, is used in oilfield drilling. As the drill bit drills, it creates a larger hole than required. A steel casing of the required size is run into the hole. Cement is then forced down inside the casing until it flows up around the outside of the casing, filling in the cavities between the bored hole and the casing. When the cement sets, it prevents natural gas and/or oil from rising to the surface uncontrolled. The British Columbia "oilpatch" pretty well covers all of the northeast portion of the province east of the Rocky Mountains, placing Fort St. John in a good position for distribution to the entire area. Oil exploration takes place mostly in the winter because of the vast areas of muskeg that are inaccessible in summer, however, drilling can continue in summer on good ground.

The second type of cement is known as Type 10, which is used in concrete construction. Needless to say, it isn't in demand for much of the winter; but in summer the Ft. St. John plant trucks cement as far west as Chetwynd and north past Fort Nelson to Watson Lake.

In winter, the Oilwell type cement comes from the plant at Exshaw, Alberta. In summer, Type 10 cement is brought in from Campbell Creek near Kamloops, B.C.. Depending on demand, up to eight cars arrive each week.

The inbound cars are spotted next to the small wooden building adjacent to the tracks which contains the pressure unloading equipment. From here, the cement is "blown" up into silos. The Oilwell type goes to the 750-ton capacity main silo. Type 10 cement is routed to either of the smaller silos.

Outbound trucks are gravity loaded from the silo which straddles the driveway. When loading Oilwell cement from the main silo, it is augured from the base of the main silo. Type 10 drops directly into the truck. The triple-hopper truck trailers have a capacity of 23 tons, and feature pressure unloading equipment for delivery.

Other structures on the property include a metal sheathed office built on a concrete slab, and a small metal sheathed storage shed.

Thanks to Florence Mikkelson for information in this article. She and her husband, Gordon, are the LaFarge operators.

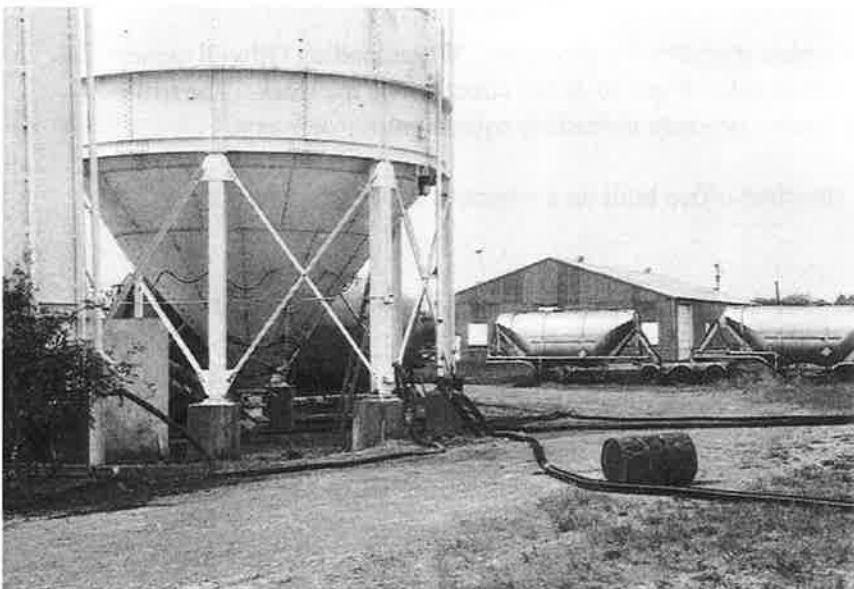
Other articles in this series:	Limestone	(Issue 17)
	Copper Concentrate	(Issue 20)
	Sulphur	(Issue 26)



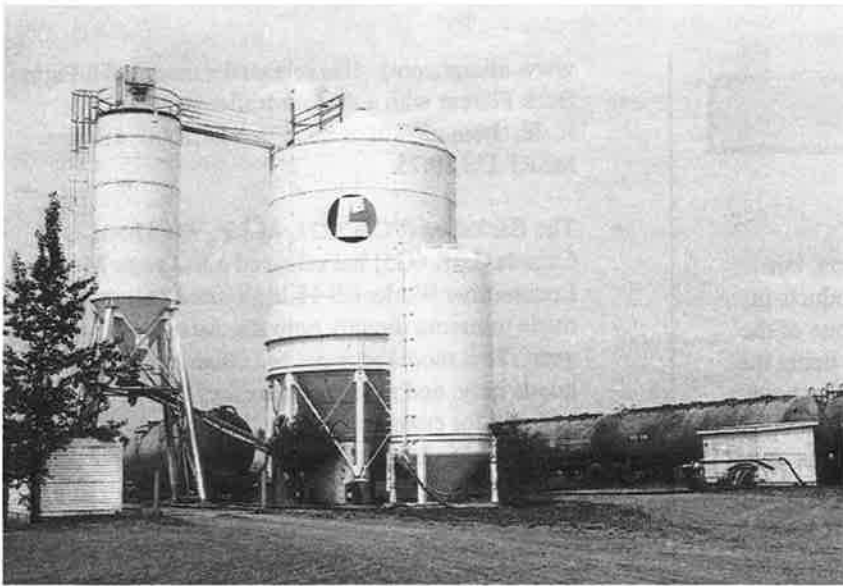
(Above, left) View of two of three silos at the La Farge plant. The trailer in the center serves as an office, while the light green shed is used for storage.



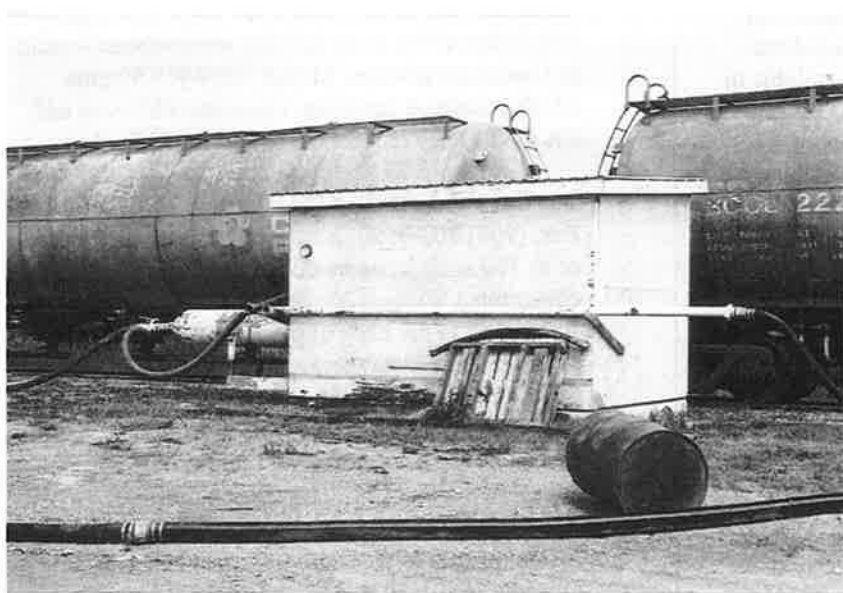
(Above, right) End view of one of the triple-hopper trailers used to carry cement from the plant.



(Left) Close up shot of the 750-ton main silo.



Overview of the Ft. St. John La Farge plant. Three 2200-series hoppers sit on the track to the right, while a hopper truck sits between the two main silos.



Wooden building at trackside. Contains pressure unloading equipment.



Front view of one of the Trimac hopper trailers.

NEW PRODUCTS

Edited by Brad Dunlop

It's only been three months since my first column, but there is plenty to write about regarding new products in this short time. I recall reading an editorial in one of the major modeling magazine's last year about this being the "Golden Era" of railroad modeling. This assertion being due to the vast amount and variety of new models being produced and released by large and small manufacturers alike. I'd certainly have to agree with this assessment, and we can only hope this trend continues.

I depend on various industry magazines, the Internet, regular mail, other BCRHTS members, and occasionally the telephone for sources of information for this column, and still cannot spot everything which may be available to us, the railfans of the PGE/BCR. A special thanks is due here to Mr. Jim Moore, publisher of *The Cariboo*, for his continuing information, support and encouragement. Even a brief message is most valuable as I can then follow-up with any more research as may be necessary on my own, or through my growing list of contacts. With the goal of making sure all products of interest are covered, I invite you to contact me directly regarding any relevant item you may notice. My mailing address is: Brad Dunlop, 170 Jupiter Court, Kelowna BC, Canada V1X 5W5. Or e-mail me at: boc@direct.ca I look forward to hearing from you. The worst that can happen is duplicate coverage, and that's certainly not a bad thing!

- Accurate Lighting (POB 574, Ashburn, VA 20146-0574 USA) has released directional #144-1422 and forward only #144-24220 lighting modules for the HO scale Athearn GE C44-9W Dash Nine. Both include number boards, ditch and truck lights.
- Athabasca Scale Model (771 Wilkinson Way, Saskatoon, SK, Canada, S7N 3L8) has released a single-chute Stockyard Kit made of etched brass in N scale. The kit is patterned after the standard CP stockyard plan, but should be easily adapted to a PGE version. MSRP CAN \$22.78 or US \$18.95.
- Atlas Model Railroad Co., Inc. (78 Florence Ave., Hillside, NJ 07205 USA, e-mail address: support@atlasrr.com, Internet address:

www.atlasrr.com). Has released a model of a Piggy Back Flatcar with a 40-foot trailer in N scale. Item #37801 is done in a BCRAIL scheme. MSRP US \$9.75.

- The Backshop (POB 3221, M.I.P., Markham, ON Canada, L3R 6G5) has released a HO scale Montreal Locomotive Works RS-18 high-hood cast resin shell made to mount directly onto the Atlas RS-11 running gear. This model replaces the Atlas long and short hoods only, and requires the rest of the RS-11 carbody for completion. See the product review in *Railroad Model Craftsman* (July '97) for more information.
 - Bytown Railway Society (POB 141, Station A, Ottawa, ON Canada, K1N 8V1) announced the *Canadian Trackage Guide 1997* (over 650 pages), which they claim to be the only comprehensive guide to Canadian railways. MSRP CAN \$18.50 plus \$3.50 postage & handling. Canadian addresses add 7% GST (They request US orders in US funds.)
 - The Car Works (POB 4254, Warren, NJ 07059 USA, Fax. (908) 302-9590) is now advertising the release of its HO scale brass model of the all-steel constructed Western 20-yard air side-dump car. According to my copy of the *PGE Equipment Register*, the railway scrapped air dump cars #6093 - 6099 on March 13, 1966. The details listed include: built and purchased in 1928, K2 brakes, arch-bar trucks, 20-yard capacity, and built by Western Wheeled Scraper Co. The *Official Railway Equipment Register* lists dimensions as follows: Inside: length 26 ft., width 9 ft., height 2 ft. 4 in. Outside: length 29 ft. 4 in., width 10 ft. 6 in. Extreme height 8 ft. 6 in.. Capacity: 545 cu. ft/ 80,000 lb.
- A picture on page 237 of Adolf Hungry Wolf's book *Route of the Cariboo* shows PGE Air Dump car #5 (later renumbered?), which looks very similar to the picture in The Car Works' ad on page 106 of *Railroad Model Craftsman* (July '97). Any takers?
- Funaro & Camerlengo (RD 3, Box 2800, Honesdale, PA 18431 USA) has released a cast polycarbonate resin kit for a Canadian Pacific 40-foot boxcar in HO scale. Between 1969 and 1971, approximately 45 all-steel construction, former CP 40-foot boxcars were converted (prototype kitbashing!) to Outfit (Bunk, Cook, Stores, Power etc.) Cars for Maintenance of Way Crews and Equipment. This

model looks to be an appropriate place to start a PGE/BCR Outfit Car kitbashing project. MSRP US \$25.99 plus shipping.

Note: If you're interested in doing one or more of these Outfit Cars and you need more information pertaining to the original CP car #, the new PGE/BCR car #, or the type of car it was converted to, please contact me at the address in the preamble of this column and I'll share the information I have with you.

- Gordon Hall (11327 Roxburgh Rd., Surrey, BC Canada, V3R 8V7) has BCR decals in O scale for Royal Hudson passenger cars. For more information, send a stamped, self-addressed envelope.
- Kadee Quality Products (673 Avenue C, White City, OR 97503 USA, Internet address: <http://www.kadee.com>) has released a ready-to-run 40-foot PS-1 boxcar. This model features many fine details including a sliding 6-foot door and see-through roof walks. MSRP US \$25.00 includes trucks and couplers. See page 32 of the July '97 issue of *Model Railroader* for a product review.
- Kato Precision Railroad Models (100 Remington Road, Schaumburg, IL 60173) will release an N scale model of the GE C44-9W Dash Nine locomotive complete with DCC-ready frame and wiring. Unfortunately, this model is not available in BCRAIL colours (as yet anyway), but the undecorated version should be a good place to start.
- Life-Like Products Inc. (1600 Union Avenue, Baltimore, MD 21211 USA or 140 Applewood Crescent, Concord, ON Canada, L4K 4E2) now has *Proto 2000* series trucks and wheel sets available separately. These fine free-wheeling (I have some) trucks will do the job on many of the PGE/BCR models now available less trucks. Available in 50-ton trucks with 33-inch flat-back (#21251) or ribbed-back wheels (#21253), National B-1 trucks with 33-inch flat-back (#21255) or ribbed-backed (#21254) wheels, and Barber S-2 100-ton trucks with 36-inch (#21256) wheels. MSRP US \$3.95 Ea.
- Micro-Trains Line (POB 1200, Talent, OR 97540-1200, USA) has announced the release of its new Magne-Matic Coupler Conversion kit for Bachmann's N scale GE 8-40CW (Dash 8). Each kit

has pilots and couplers for both ends of one locomotive. MSRP US \$10.95.

- Novatech (613-384-7959) is advertising the release of Montreal Locomotive Works RS-18 in O scale. To quote the advert, "This handcrafted resin kit is adaptable to the All Nation or Central Locomotive Works drive systems. Includes shell, chassis, side frames, as well as handrails." See page 110 of the July '97 issue of *Model Railroader*. MSRP US \$199.00 or CAN \$279.00.
- Overland Models, Inc. (3808 W. Kilgore Ave., Muncie, IN 47304-4811, USA, (765) 289-4257 Fax (765) 289-6013). I spoke to Mr. Brian Marsh regarding Overland's Canadian spring release announcement in the Train 6, Track 6 issue of *The Canadian Railway Modeller*. Brian clarified a few things about this announcement which includes several items in HO scale for PGE/BCRAIL fans. All of the following items are modeled in brass, which is reflected by the price.

PGE C-630 (#701-704 inclusive), factory two-tone green paint (lightening bolt scheme), PGE map herald, lettering and lights. British Columbia Railway C-630 (#701-704 inclusive), also in factory two-tone green paint (lightening bolt scheme) dogwood herald, lettering and lights. British Columbia Railway M630W (#723-730 inclusive), in factory two-tone green (straight white line), dogwood herald, lettering and lights. MSRP US \$789.00 each for any unit described above.

CPR RSD-17 #8921 (which, during 1957, was run as demonstrator PGE #624, in orange & green livery) high hood, factory painted grey and maroon. With lights. MSRP US \$789.00. There are no plans to release this unit in PGE colors so the options would be to strip the factory paint or contact the factory about the possibility of obtaining an unpainted model.

Unpainted BCR rolling stock announced includes BCOL #17650-18549 57-foot bulkhead flatcar, BCOL #52100-52329 57-foot A-frame flatcar, and BCOL #52650-52801 57-foot A-frame flatcar. This project is still in the early stages and should be featured in an early 1998 *New Products* column

PGE and BCR Remote Control Car #RCC3-4, factory painted & lettered. No MSRP announced as yet. This project is currently on hold due to lack of

reservations. If you're interested in seeing these models produced, make sure Overland is aware of it. Either directly or through your Overland dealer.

The previously released unpainted model of PGE/BCR wide-vision caboose is now available in several factory custom paint schemes. Available are PGE #1851 in two-tone green with a two-inch divider stripe, white map herald and lettering; PGE #1852-1856 in two-tone green with a four-inch divider stripe, white map herald and lettering; British Columbia Rwy #1851-1884 in two-tone green with a two-inch divider strip, dogwood herald; BC RAIL #1853, 1875, 1878 and 1879 in red/white/blue with two diagonal stripes and lettering; BC RAIL #1880 in the previous scheme but including the *Expo 86* logo on the cupola; (Brian reports the color picture on the inside back cover of Train 7, Track 1 of *Canadian Railway Modeller* does not accurately represent the blue color paint on the lower half of BCR #1880); and BC RAIL #1857, 1872, 1874, 1876 and 1877 in red/white/blue with the BC Government logo and lettering. MSRP US \$228.00.

Brian also reports that Overland have a few remaining BC RAIL C44-9WL GE Dash 9s in factory red/white/blue paint with and without the rear doors. MSRP US \$694.00.

- Sylvan Scale Models (32229 Sylvan Road, Parkhill, ON Canada, N0M 2K0, phone (519) 294-0001 Fax. (519) 204-0123, e-mail: Sylvan@f1-help.on.ca, Internet: www.f1-help.on.ca/sylvan) has released kit #HO-1037 PGE 8-hatch slab-side covered hopper. The latest release in Sylvan's series of Canadian slab-side covered hoppers. Pacific Great Eastern block lettering (CDS Dry Transfers) is included with this kit (no map herald). Kit includes Tichy brake gear, roofwalks, ladders, and grab irons. Less trucks and couplers. MSRP CAN \$18.95 + \$3.75 for shipping.

According to my copy of the *PGE Equipment Register*, the railway took delivery of 15 these riveted cars (#2101-2115) in May '62, and a further 10 cars (#2116 - 2125) in Dec. '62. The average tare was 50,400 lb., all-steel construction, type AB brake, Dofasco unit trucks, 155,000 lb./30,000 cu. ft. capacity. *The Official Railway Equipment Register* lists dimensions as follows: Inside: length 36 ft., width 10 ft. 6 in.. Outside: length 42 ft.6 in., width 10 ft. 8 in.. Extreme height 13 ft. 7 in. (With thanks

and assistance from BCRHTS members Andy Barber and Paul J. Crozier Smith)

Anyone interested in doing a product review and/or modeling article featuring any of the new products in this issue, please contact Jim Moore. Your input is always appreciated!

Book Review Doug Davies

Trains, Tracks, and Tall Timber: The History, Making, and Modeling of Lumber and Paper.

I sat down to read this book in preparation for a critical review a couple of days ago, figuring it would take me that long to get through its 121 pages. Three hours later, I was finished and wanting to know more.

In my career as a professional forester in northwestern British Columbia, I have been involved in all facets of logging and forest product manufacture for the past twenty-three years. I have yet to see a book that describes this industry for the lay person better than this offering by Matt Coleman.

Throughout the book, Mr. Coleman constantly ties harvesting, pulp and paper, and geographical locations together with possible modeling scenarios. I found myself mentally planning layout designs at the end of every chapter. The book takes extremely technical processes and presents them in an easy to read and understandable manner. It is apparent that the author has accumulated a vast amount of knowledge and experience in his years in the forest industry. Each chapter is accompanied by a number of excellent and illustrative photographs to supplement the text.

Each facet of the forest industry is discussed in detail, providing not only modeling information, but a great overview of this industry for those not familiar with it. Although his description of the paper making process and associated infrastructure is a bit lengthy, Mr. Coleman must be forgiven here because, as stated in the overleaf, the paper business is his forte'. He gets right down to the nitty gritty of exactly how many cars of logs you need. How many chips. How many boxcars to ship out the pulp or paper. Nothing is left to the imagination here.

From a forester's perspective, the author did commit a few errors. The Latin name for the southeastern Loblolly Pine is *Pinus taeda*, not *Pinus radiata*, which is the Monterey Pine. And British Columbia produces "incredible forests of Sitka Spruce", not "Citka Spruce". But that's enough "nits" to picks.

In conclusion, I would highly recommend this book to anyone who is interested in the forest industry, both past and present, and in particular to those modelers who wish to recreate forestry scenes on their layouts.

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PRODUCT REVIEWS

Out West Lumber Loads John Bruce

Lumber is one of the major commodities that still moves by rail in single carloads, and banded lumber is one of the more common and interesting loads to see on a flat car. An article by Greg Martin and Paul Chandler, "Accurate Lumber Loads", appeared in the February 1991 *Mainline Modeler*, and is one of the few detailed guides on lumber loads. The article confirms trackside observations, in saying that most lumber loads are unwrapped, while most model products represent wrapped loads. In addition, most prototype loads, wrapped or not, contain bundles of lumber in different lengths. Many model loads provide only bundles in a single length. Martin and Chandler say that while loads with bundles all the same length are possible, they must be special ordered and are more expensive. The most common prototype loads have the bundles arranged overlapping each other like bricks (both top to bottom and side to side), with the bundles banded to each other using steel straps. According to the article, this method of shipment applies to Douglas fir. It may apply to other species as well.

Out West provides one of the few complete kits that will allow a modeler to represent this most common and interesting type of load, and the only one that correctly duplicates the intricate banding between bundles. They make three versions in HO scale: #101 for nominal 50-foot flats, #102 for 60-foot bulkhead flats, and #103 for 60-foot centerbeam cars. All are listed at USD \$12.95. The nominal 50-foot load can be rearranged to make a load for a 40-foot car. All the kits provide more material than needed, so that several bundles can be used to detail

a sawmill or lumber yard or saved up over several kits to make a "bonus" load.

The Out West kits come in clear plastic bags. Most of the kit consists of several hundred small rectangles of 1/32 veneer, cut scale 3' 6" wide by various scale lengths. The main task is to sort and sand the pieces, then assemble them into bundles using white glue and clamping them with clothespins. This means that you will need to stop off at the supermarket on the way home from the hobby store and pick up several dozen spring clamp style clothespins (either plastic or wood). Once the bundles are complete, use a template to assemble the load on the designated flat car, adding strip wood separators or "stickers", and using a piece of wire to thread the banding (black drafting tape) between the bundles. The instructions consist of a page of written instructions, a page of photocopied prototype photos giving examples of load features and variations, and an assembly template. The instructions are clear and understandable. The thought put into the assembly sequence has allowed me to use the Out West technique and left-over drafting tape to enhance other, less realistic load kits. The sheet of photos can go into your permanent data file.

A difference between the Out West product and the Martin and Chandler article is the pattern and quantity of the lengths in the bundles. According to the article, lumber mills prefer to ship what is called a "canned tally". On a 54-foot flat, this would be four 8-foot long bundles, six 10-foot, four 12-foot, six 14-foot, nine 16-foot, four 18-foot, and four 20-foot. This load would require 14 vertical "stickers". The Out West #101 kit for a nominal 50-foot flat contains material for fifteen 16-foot and ten 24-foot bundles, separated by six vertical "stickers". However, if this is not necessarily a common load, the logic looks right, and the kit documentation makes clear that there are many variations in the tallies. A benefit of the tally in the #101 kit is that it minimizes the banding needed.

I estimate the time needed to complete a #101 kit as six hours. Regarding the overall impression of the finished load, hand assembly of the loads means that they will appear a little less neat or regular than many loads on the prototype. Also, some of the veneer is fairly dark, making the overall color of the load darker than some loads on the prototype. However, I have seen loads that are both dark and irregular. The irregularity of the load will depend to some extent on how thoroughly the veneer is sanded before and after bundling, and some irregularity may add a "texture" resulting from hand work that can be

desirable. If you are assembling the load for the bulkhead flat, you will need to recheck the assembly frequently to make sure it still fits between the bulkheads, and you may need to sand or trim the ends of the bundles to ensure this.

An Out West load is a major modeling project in itself, since it will take much longer to assemble than a commercial flat car kit to carry the load. Yet the accuracy of the load compared to all other current products and the overall wood grain texture of the completed load are well worth the effort.

Ambleside Park and Other Reminiscences

William MacLatchy

I have known the British Columbia Railway in various incarnations for all my life. My first contacts with it was in my early life, when my father would take my brother and me past the Prince George Yards and the interchange, as my family referred to the tracks by the CN Fraser River Bridge. In the early 1970s, my parents bought a house across the river from the Prince George Yards that provided a wonderful view. Unfortunately, one needed binoculars, which I did not get until the summer before my family moved to Mission.

The first winter (1984) I lived in Mission, my father got my brother and I return tickets on the *Cariboo Dayliner* to Prince George. It was a rather enjoyable trip. On our return trip, we were bused to 100 Mile House as a freight had derailed the previous day at Lac La Hac. But there was nothing to beat the experience in spite of it.

I really came back in contact with the railway on Victoria Day weekend in 1987 when I traveled to Ambleside Park in West Vancouver. It was early morning when I got there, and a southbound freight was soon approaching the grade crossing to the park. I was so pleased at the circumstances. As I sat in my car, watching the approaching train, I bowed my arms, much to the amusement of the engineer.

Ever since that time, I have tried to return to Ambleside as much as possible.

Readers are encouraged to submit anecdotes, personal remembrances, or other text detailing our mutual fascination with the PGE and BCR.



PHOTO FILE

Trevor Mills found visitor HATX 753 outside the Squamish shops in April.

NEXT ISSUE

Bob Turner traces the development of the PGE/BCR freight car fleet.

Tim Horton presents another chapter in his series on N scale freight car modeling.

John Pieti reports on the Williams Lake generating station, an industry you can model.