

Pacific Great Eastern / British Columbia Railway / BC Rail issue

Souvenirs du Pacific Great Eastern et British Columbia Railway

Canadian Rail

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FRONT COVER: Just days before the CN takeover, BC Rail's General Electric Dash 8-40CMu 4605 leads 4603 and 4650 as they head southbound at MP 26.5 Porteau Cove on July 5, 2004.

BELOW: Early Pacific Great Eastern train passing Currie Ranch in the interior of B.C., date unknown. BC Archives Collection, Call Number D-00435.

PAGE COUVERTURE : *Juste avant la prise en charge par le CN, la locomotive Général Electric Dash 8-40CMu du BC Rail no 4605 est en tête des nos 4603 et 4650, alors qu'elles se dirigent vers le sud au mille 26.5 Porteau Cove en ce 5 juillet 2004.*

Ci-DESSOUS : *Un train des débuts du Pacific Great Eastern traverse Currie Ranch en Colombie-Britannique, date inconnue. Collection des archives CB, no D-00435.*



The CRHA may be reached at its web site: www.exporail.org or by telephone at (450) 638-1522

Brief Overview of the Pacific Great Eastern, British Columbia Railway and BC Rail

By Douglas N. W. Smith



When the twentieth century dawned, British Columbia had only the Canadian Pacific Railway to link the west coast to the rest of the rest of the country. Scarcely fifteen years later, two additional transcontinental lines – the Grand Trunk Pacific and the Canadian Northern Railways – were completed. While the Canadian Northern selected Vancouver as its western terminus, the Grand Trunk Pacific struck out across the middle of the province and launched a new community called Prince Rupert as its Pacific coast terminus. Unsatisfied with just one new transcontinental line, Vancouver lobbied hard to have a branch linking it to the Grand Trunk Pacific. Bowing to political pressure, in 1912 the provincial

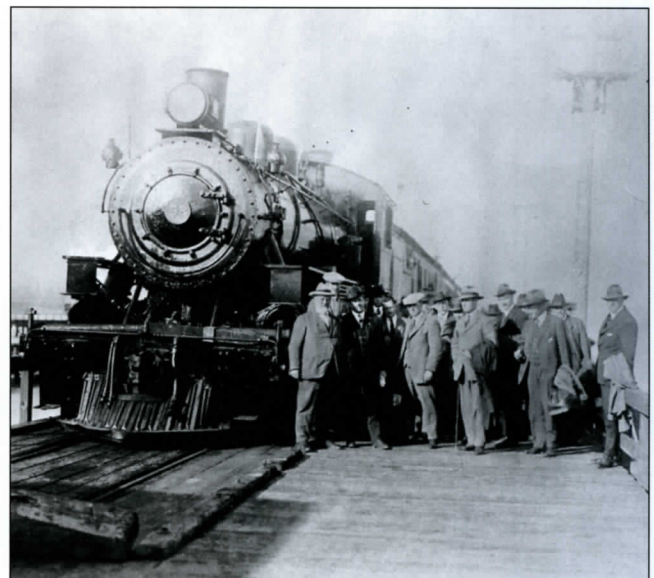
government decided to back the construction of a new railway called the Pacific Great Eastern Railway (PGE) from Vancouver to Prince George. The Howe Sound & Northern Railway, which had built about twelve miles of track from Newport (later renamed Squamish) inland, was taken over giving the PGE its first piece of line.

In July 1914, the PGE completed 12.7 miles of track from North Vancouver through to Whytecliff. The company purchased some self-propelled rail cars and second hand passenger cars to launch a rather intensive commuter service. Motor bus competition killed off the traffic and operations over this route were unceremoniously halted in November 1928.



Dignitaries had an unobstructed view of the new Pacific Great Eastern Railway when the inaugural run to Lillooet was made in 1915. BC Archives collection, Call Number D-02965.

Les dignitaires ont une vue ouverte sur le nouveau chemin de fer Pacific Great Eastern lors de l'inauguration de la voie vers Lillooet en 1915. Collection des archives de la C.-B., no D-02965.



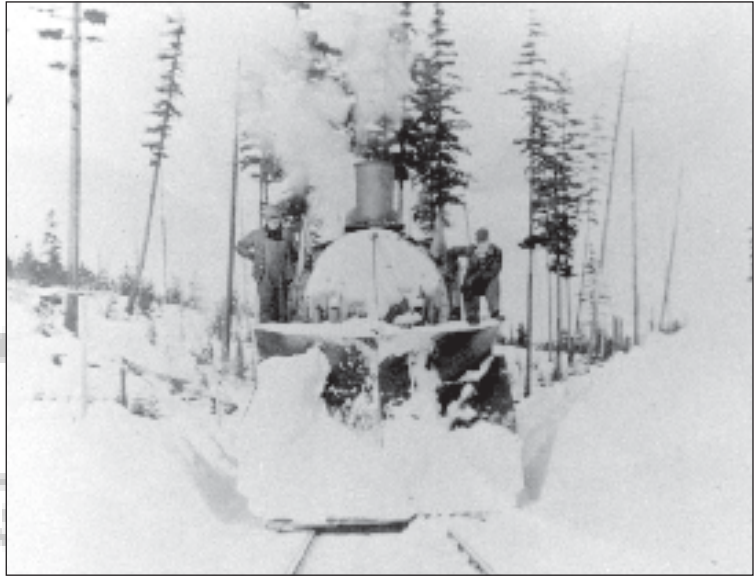
Number 58, a 1920, 2-8-2 product built by the Canadian Locomotive Company in Kingston, Ontario heads up a train of dignitaries photographed at Squamish, British Columbia, date unknown. BC Archives collections, Call Number D-00052.

La locomotive no 58 de type 2-8-2 construite en 1920 par la Canadian Locomotive Company (CLC), photographiée à Squamish à une date inconnue, est à la tête d'un convoi transportant des dignitaires, Colombie-Britannique. Collection des archives de la C.-B., no D-00052.

Work to extend the Howe Sound & Northern line commenced in 1914. Progress was sporadic as European funding for construction dried up in the First World War. The line became a political football when allegations surfaced that the contractors had been skimming money. Unloved and unwanted, the provincial government had to take over the line in 1918 as it had guaranteed most of the bonds that had financed construction up to that time.

The provincial government tried to unload the money losing line in the 1920s, but no one was interested – even the federal government could not be persuaded dump it on CN – for a measly selling price of \$17 million. The line staggered on running from Squamish to Quesnel, in the interior of the province, with hand me down equipment, but lots of pride.

In 1949, Premier Byron Johnson announced that his government would complete the PGE. In 1952 the rails reached Prince George ending the old saying that PGE stood for “Prince George Eventually”. In 1956, the old North Vancouver-Whytecliff line was reopened and extended to Squamish. The PGE modernized its operations with modern diesel locomotives for its freight trains and snappy Rail Diesel Cars for its passenger operations.



As with so many Canadian railways, winter played havoc on the PGE, here we see a snow plow equipped steamer in the early years on the railway. BC Archives collection, Call Number E-04250.

L'hiver fait des ravages sur le PGE, à l'instar de plusieurs chemins de fer canadiens. Ici, nous voyons une locomotive à vapeur équipée d'une chasse-neige à une époque révolue de ce chemin de fer. Collection des archives de la C.-B., no D-04250.

The completion of the Vancouver-Prince George line didn't end the expansion. The line was pushed up to Dawson Creek and Fort St John in BC's Peace River Country in 1958 and on to Fort Nelson in 1971. The electrified Tumbler Ridge subdivision opened to the Quintette coal mines northeast of Prince George in 1983. Expansion continued with the construction of a branch line north of Prince George to Dease Lake. Unofficially many thought this branch would eventually be pushed on to Alaska.



The Pacific Great Eastern required many bridges and trestles to conquer the formidable terrain, here we see the trestle built to cross 11 Mile Creek. BC Archives collection, Call Number D-00064.

Le Pacific Great Eastern nécessita la construction de plusieurs ponts à chevalets pour conquérir ce décor accidenté. Ici, nous voyons le pont à chevalets qui traverse le ruisseau au mille 11. Collection des archives de la C.-B., no D-000644.



Number 590, an RS-11Mu, built by Montreal Locomotive Works in May 1958 is on the point of the Peace River Special, which officially dedicated the new line in October 1958. The 590 was renumbered to 604 and had a long life on the PGE; it was retired by CN in 2008. BC Archives collection, Call Number I-32406.

La locomotive no 590 de type RS-11Mu, construite par la Montreal Locomotive Works en mai 1958, est en tête du Spécial Peace River, dédicace officielle de la nouvelle ligne depuis octobre 1958. L'engin fut renuméroté 604 et eut une longue vie sur le PGE; il fut retiré par le CN en 2008. Collection des archives de la C.-B., no I-32406.

Premier W. A. C. Bennett (in the black coat below the headlight) and dignitaries pose on the 590 as the line is officially opened into 'Peace River Country'. BC Archives collection, Call Number I-68582.

Le premier ministre W.A.C. Bennett (sous le phare, avec un manteau noir) et des dignitaires posent sur la 590 au moment de l'ouverture officielle de la ligne dans le comté de Peace River. Collection des archives de la C.-B., no D-I-68582.



The last line to be brought into the BC Rail orbit was the British Columbia Harbours Board Railway, a 23-mile line built in 1969 to connect the Roberts Bank shipping terminal with the Canadian Pacific, Canadian National and Burlington Northern Santa Fe main lines.

Corporate adjustments saw the PGE renamed the British Columbia Railway on April 1, 1972. This was changed to BC Rail on June 19, 1984.

In common with the push of many governments to downsize their operations, the BC government decided to privatize the operation. As a prelude, North Vancouver-Prince George intercity trains and the tourist train operations of BC Rail were terminated in 2002. A

Request for Proposals to operate BC Rail's freight services were issued on May 15, 2003. Bidding one billion dollars, CN was chosen to operate BC Rail (excluding the Port Subdivision serving Roberts Bank). It officially took over the line as of 0001 hours on July 15, 2004 ending 86 years of provincial ownership.

Today the only piece of railway remaining in provincial government ownership is the Port Subdivision. No PGE, British Columbia Railway or BC Rail trains tread these rails – they are used CN, CP and BNSF container trains, which pay the rump of BC Rail track use fees.

Remembering B. C. Rail

By Mark Forseille

All photos by the author unless credited otherwise

Back in the mid 1980's, the British Columbia Railway had just changed its name to BC Rail. They were in the midst of repainting their locomotive fleet into the first new Red, White and Blue paint scheme. These happened to be the official colors of the Social Credit Government in power at the time.

The GE's weren't yet on the horizon, and the MLW's still ruled the rails along with the SD40-2's. The GF6C Electric's had recently been introduced on the Electrified Tumbler Ridge Subdivision to bring Northeast Coal to Tacheeda, where it was handed over to CN diesel power to finish the trip to the port at Prince Rupert, BC.

This is the point where I start this recollection of railfanning BC Rail. I recall that most summers starting in 1988, I'd head out from the lower mainland area of Vancouver towards Williams Lake for about a week.

In 1992, I decided to take the next step and venture further north up to Prince George. It was too bad that by this time all of the Big Alco's were all off the roster. I was aiming to get as many M420's as possible as most were in the Prince George area.

In the summer of 1998, a group of us decided to head up even further to Chetwynd seeking the new B36-7's. By 2000, we went the furthest up the line making it to Fort St. John, BC. Our main goal of this trip was to get photos of the GF6C's in their last few months of operation before they were removed from service.

BC Rail was a friendly road. They always accommodated us whenever we stopped to visit their diesel shops in both Squamish and Prince George. In the later years, one of the Prince George Diesel Shop Foreman even remembered my name from the previous visit the year earlier. Looking back now, I'm glad to have all those trips along the BCR.

BC Rail has some of the most magnificent scenery along its right of way. There are four main Subdivisions on the BCR between North Vancouver to Chetwynd.

The Squamish Sub which runs from North Vancouver to Lillooet is considered the most dangerous subdivision on the line. Numerous derailments due to rockslides have occurred on this subdivision over the years. Trains in the most dangerous sections were preceded by a Speeder car and later by Hi-Rail trucks to ensure a safe passage. On February 29, 1980 a rockslide blocked the track causing two engines to plunge into Seton Lake with crew fatalities. This slide happened after the speeder passed by and before the train arrived in that spot just minutes later. Ironically, this slide happened

only 100 feet from the northeast end of the lake.

The Lillooet Sub runs from Lillooet to Williams Lake. At Lillooet the track starts in the Fraser Canyon and rising 2,716 feet in the next 34.6 miles to Kelly Lake and the Caribou Region of BC.

The Prince George Sub runs from Williams Lake to Prince George. The northward progress of the Pacific Great Eastern halted for many years the Cottonwood River, north of Quesnel. The million dollar cost of the bridge was deemed too much for a railway that literally ran from nowhere to nowhere. After Quesnel, it's towards the City of Prince George into the Northern BC area of the Province. The majority rail traffic from the Caribou Region is derived from the lumber industry.

The Chetwynd Sub runs from Prince George to Chetwynd. Most of the southbound loads traveling this subdivision are from other BCR branch lines or from the Far North region of BC. Besides lumber, southbound trains pick up about 20 sulphur loads at Pinsul located 15 miles south of Chetwynd.

The Chetwynd Sub has three branch lines. The Stuart Sub branches off at Odell (MP 495.4) to Fort St James. This becomes the Takla Sub from Fort St James and continues north as far as Minaret (the current end of the line). Mostly lumber products are shipped from this section including raw logs.

The Tumbler Sub branches off at Wakely (MP 537.2) and heads to Tumbler Ridge, site of what was once called the North East Coal Project.

At Kennedy (MP 567.3), the Mackenzie Sub branches off to the town of the same name of which the sub is named where several sawmills lumber are located.

Once at Chetwynd, the mainline continues north to Fort St. John on the Fort St. John Sub.

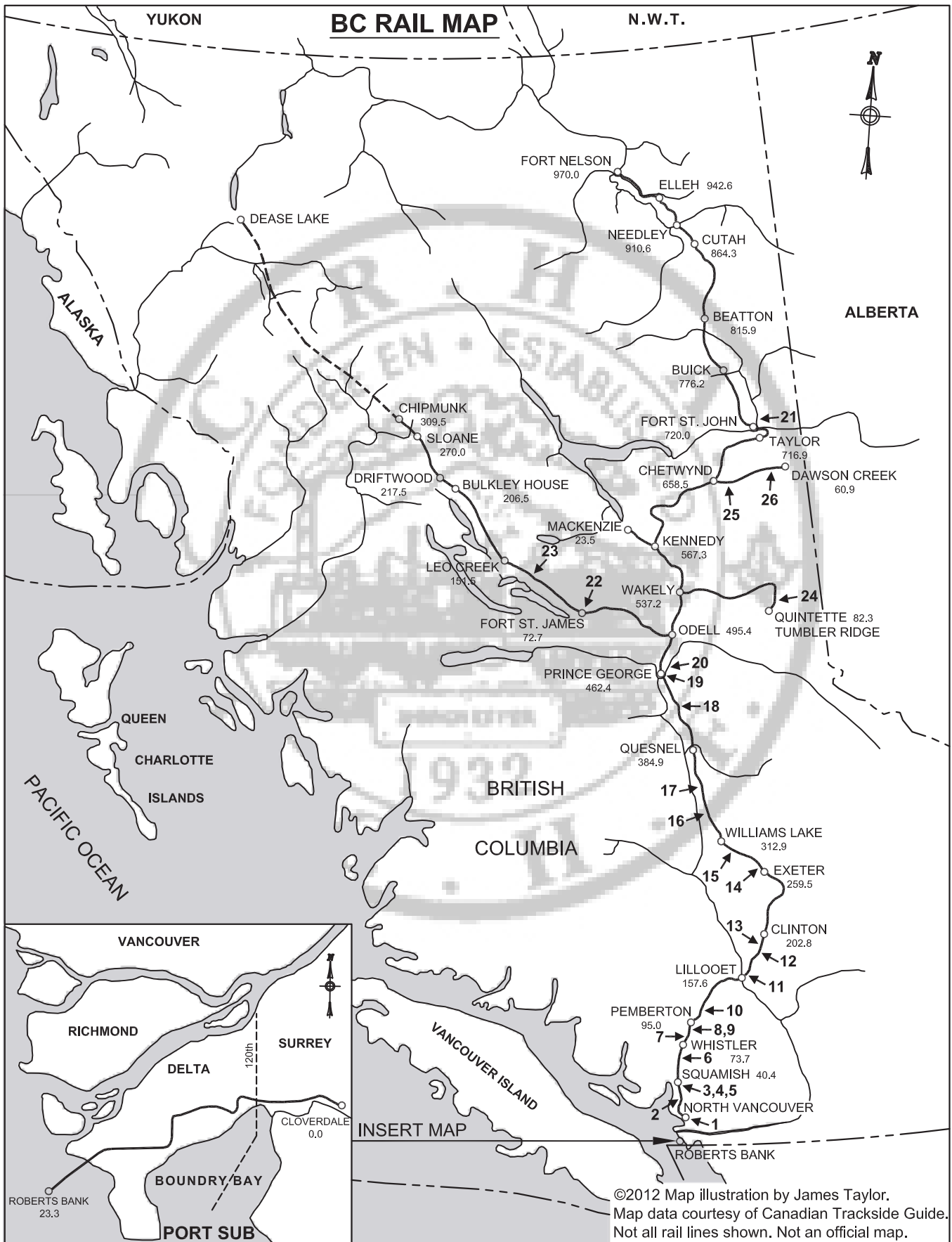
Past Chetwynd, there are more petroleum loads coming south as well as more lumber products and some sulphur from Taylor near Fort St John.

The last sub is the Fort Nelson Sub from Fort St. John to Fort Nelson where the line ends at MP 978.8. More lumber products and grain are shipped from this area heading south.

The Dawson Creek Sub branches from Chetwynd to Dawson Creek towards the Alberta Border. There's some plywood, wafer board lumber products and grain coming from this area.

There is one more little known Sub. It's the Port Sub from Pratt in Cloverdale, BC to The Roberts Bank Coal Port. This is the only sub that the CN does not control today and is still owned and operated by BC Rail.

Photo numbers are keyed to the photo location numbers on the map below



Access to the Port Sub is off CN's Yale Sub at Hydro (MP 101.7) and onto the CN Rawlinson Sub for 2.1 miles. The line junctions with CP's Page Sub (CP MP 16.4/SRY MP 21.92) at Livingstone which is SRY Rail Link/CP joint track to Pratt (CP MP 23.9/SRY MP 14.23). Trains to Pratt and onto the Port Sub are governed by BC Rail from Livingstone west to the Port. At Pratt the SRY branches off to their rails and the tracks continue another 23 miles

on the Port Sub to Roberts Bank.

The southbound trains on the BCR consisted mainly with loaded cars. Lumber products are the main source of traffic. While mainly empty cars returned northward on the BC Rail, one of their "hotshot" trains at one time carried some Labatt's Beer trailers loaded with fresh supplies for the towns and cities located up the line!



Photo 1: SD40-2 756 and C-425 812 are ready to proceed north from the yard at North Vancouver, BC in February 1988.

Photo 1: La SD40-2 no 756 et la C-425 no 812 sont prêtes à partir en direction nord du triage de Vancouver-Nord, C.-B., en février 1988.

Photo 2: The CPR 2860 "Royal Hudson" is heading south from Squamish at MP 26.5 Porteau Cove on August 18, 1996.

Photo 2: La Royal Hudson no 2860 du CPR fonce plein sud vers Squamish au mille 26.5 de Porteau Cove en ce 18 août 1996.



Photo 3: The CPR 3716 along with the CPR 2860 trailing on the layover at Squamish, BC on June 17, 1998.

Photo 3: La no 3716 et la no 2860 du CPR font équipe sur une voie de garage à Squamish, C.-B., en ce 17 juin 1998.

Photo 4: M-630 712 and M-630W 730 put on a smoke show as they leave the old station at Squamish, BC back in August 1989.

Photo 4: La M-630 no 712 et la M-630W no 730 crachent de la fumée au moment de quitter la vieille gare de Squamish, C.-B. en août 1989.



Photo 5: RDC-3 BC-31 is leading a quartet of Budd Cars over the bridge over the Manquam River after leaving Squamish, BC at MP 41.7 in August 1994.

Photo 5: La RDC-3 BC-31, venant de quitter Squamish, CB, est en tête de quatre automotrices Budd sur le pont au-dessus de la rivière Manquam au mille 41.7 en août 1994.

Photo 6: Dash 8-40CM 4611, M-420W 641 and SD40-2 740—representatives of GE, MLW and EMD locomotive products—run over the Cheakamus River Bridge at MP 55.7 in April 1995.

Photo 6: La Dash 8-40CM no 4611, la M-420W no 641 et la SD40-2 no 740, des locomotives produites respectivement par GE, MLW et EMD, traversent le pont de la rivière Cheakamus au mille 55.7 en avril 1995.





Photo 7: A pair of Dash 8-40CM's 4609 and 4603 is starting to move southward from Mons siding at MP 77 on July 23, 1998 after the Pemberton Pusher set had been removed from the train.

Photo 7: Une paire de Dash 8-40-CM, les nos 4609 et 4603, s'ébranlent en direction sud de la voie d'évitement de Mons au mille 77 en ce 23 juillet 1998 après que la locomotive d'appoint de Pemberton ait été retirée.

Photo 8: Another quartet of RDC's, BC-33, BC-14, BC-31 and BC-15, roll along the Green River at MP 83 on August 1, 1997. The BC-31 and B-15 will be cut off at Lillooet for the return trip south to Vancouver later in the day.

Photo 8: Un autre groupe de quatre RDC, les BC-33, BC-14, BC-31 et BC-15, roulent le long de la rivière Green au mille 83 en ce 1er août 1997. Les BC-31 et BC-15 seront retirées à Lillooet pour un voyage de retour vers Vancouver plus tard dans la journée.



Photo 9: Dash 8-40CM 4623 and SD40-2 746 are passed by RDC-1 BC-11 at Tisdall siding MP 88.3 on August 27, 1999.

Photo 9: Dash 8-40CM 4623 and SD40-La Dash 8-40CM no 4623 et la SD40-2 no 746 sont doublées par la RDC-1 no BC-11 sur la voie d'évitement de Tisdall au mille 88.3 en ce 27 août 1999.

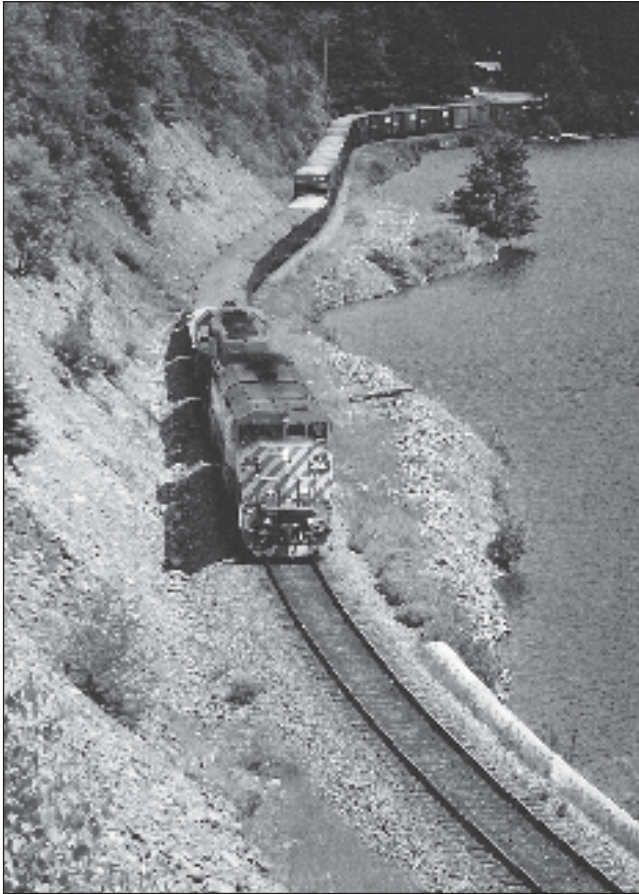


Photo 10: Dash 8-40CM 4617 and SD40-2 750 at Gates Lake at MP 113.5 on June 19, 1996.

Photo 10: La Dash 8-40CM no 4617 et la SD40-2 no 750 au lac Gates au mille 113.5 en ce 19 juin 1996.



Photo 11: Three units (4654, 4607 and 4603) rumble over the spectacular Fraser River Bridge at MP 160.3 on August 14, 2003. They have just departed Lillooet, BC with a fresh crew heading northbound.

Photo 11: Trois unités (4654, 4607 et 4603) roulent au-dessus du pont spectaculaire de la rivière Fraser au mille 160.3 en ce 14 août 2003. Ils sont partis de Lillooet, CB en direction nord avec une nouvelle équipe à bord.

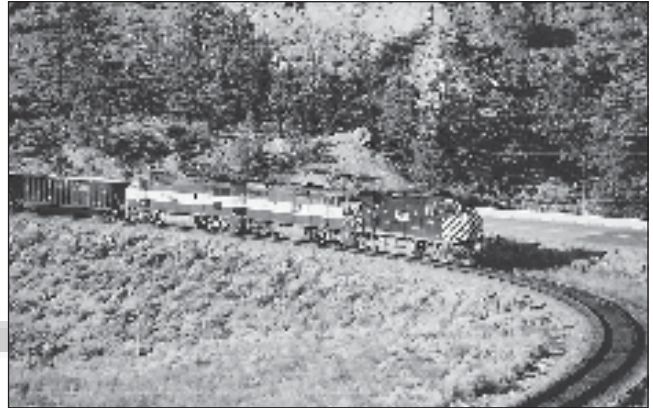


Photo 12: Dash 9-44CWL 4649 with a pair of Dash 8-40CM's 4612 and 4621 are rounding a large curve just south of Glenfraser at MP 171 on August 13, 2003.

Photo 12: La Dash 9-44CWL no 4649 et une paire de Dash 8-40CM, les nos 4612 et 4621, franchissent la grande courbe au sud de Glenfraser au mille 171 en ce 13 août 2003.



Photo 13: Dash 9-44CWL 4646 leads a pair of Dash 8-40CM's (the 4610 and 4614) at MP 293.5, also known as Enterprise, BC, on July 9, 2004.

Photo 13: La Dash 9-44CWL no 4646 est en tête d'une paire de Dash 8-40CM (nos 4610 et 4614) au mille 293.5, qu'on surnomme Enterprise, CB en ce 9 juillet 2004.



Photo 14: M-630 720 is on the point followed by SD40-2 753 after just passing Exeter Station at MP 260 in July 1989.

Photo 14: la M-630 no 720 est suivie de la SD40-2 no 753 juste après le passage de la gare Exeter au mille 260 en juillet 1989.

Photo 15: A very rare photo shows three Dash 9-44CWL's – the 4652, 4644, and 4643 – at MP 192.6 Kelly Lake, BC on July 10, 2004.

Photo 15: Une rare illustration de trois Dash 9-44CWL, les nos 4652, 4644 et 4643 au mille 192.6 de Kelly Lake, CB en ce 10 juillet 2004.



Photo 16: Dash 8-40CM 4602 and SD40-2 RCL-743 roll over the 312 foot high Deep Creek Bridge at MP 329.9 in September 1995.

Photo 16: Les Dash 8-40CM no 4602 et SD40-2 RCL no 743, roulent au-dessus du pont Deep Creek de 312 pieds (95,1 mètres) au mille 329.9 en septembre 1995.

Photo 17: Dash 8-40CM 4622, Dash 9-44CWL 4653 and SD40-2 754 are passing mileage board 365 at Australian, BC on July 7, 2002.

Photo 17: Les Dash 8-40CM no 4622, Dash 9-44CWL no 4653 et SD40-2 no 754 passent près du panneau du mille 365 à Australian, CB en ce 7 juillet 2002.



Welcome Aboard

Train crews have found passengers ask many questions about their railway, the country through which it passes and the places at which it stops. The following is designed to help answer some of these questions.

This railway, which was started over half a century ago, was pioneered by men of broad vision. It was named Pacific Great Eastern honouring the Great Eastern Railway in Britain. It has a record of achievement in the development of the North and is owned and operated by the people of British Columbia.

Something of its history and other facts are set out in this folder.

You are going on a rail trip through some of the most spectacular scenery in the world.

We hope you enjoy your trip. You will find all members of your train crew anxious to make your trip both enjoyable and memorable.

Mile Altitude

0	Sea Level	NORTH VANCOUVER , southern terminus on tidewater. Here are shops and extensive yards of Pacific Great Eastern Railway.
10.7	162'	HORSESHOE BAY . Gateway to Howe Sound. Waters world famous for sport salmon fishing. On right is the Squamish Highway.
30.6	13'	BRITANNIA BEACH . Site of a Mining & Smelting Company. Woodfibre pulp and paper mill is across the Sound.
39.8	8'	SQUAMISH . Headquarters of the Railway's Mechanical Department and major repair locomotive shops. Looking North is an inspiring view of Mount Garibaldi (8787 ft.).
48.0	175'	On right, a transformer station for the B.C. Hydro and Power Authority.
48.5	185'	CHEEKYE RIVER is crossed. From this point railway follows the Cheakamus River and climbs two percent grade of the coastal range. Here is the famous Cheakamus Canyon. From Mile 53 to 57 the river boils through this narrow gorge.
72.0	1900'	CHEAKAMUS RIVER again followed for short distance.
74.4	2100'	ALTA LAKE . Summit of the coast range, extensive facilities catering to the ski enthusiast has resulted in this area becoming a popular year round resort.
80.0	1895'	GREEN LAKE , Wedge Mountain visible. Here begins descent to Pemberton Valley. Green River on right of train.
90.7	1112'	GREEN RIVER FALLS .
94.6	696'	PEMBERTON , distribution centre for the fertile Pemberton Valley. A short distance north, railway crosses Lillooet River, once a main artery in gold rush days.
99.1	686'	MOUNT CURRIE , large Indian Reserve.
104.2	1042'	BIRKENHEAD RIVER is crossed.
113.6	1575'	BIRKEN , summit of Cascade Mountain. Towers carrying electricity to Vancouver from Bridge River may be seen from time to time.
122.8	880'	D'ARCY — at head of Anderson Lake. Train follows western shore for 15 miles.
139.3	828'	SETON PORTAGE , site of first railway in B.C. Wooden rails between Seton and Anderson Lake were used for boat portage.
141.4	820'	POWER SITE of B.C. Hydro and Power Authority. Left are penstocks through which water is carried from Bridge River to powerhouse.

Mile Altitude

142.3	813'	SHALALTH — once gateway to famous Bridge River gold mining district.
154.6	800'	North end of Seton Lake — Mount Brew (alt. 9,200 ft.) across lake.
155.0	800'	Right is the outlet to canal providing water power for B.C. Hydro and Power Authority's Seton power development.
157.7	793'	LILLOOET — dry belt area. Divisional point on railway and distribution centre for farming and ranch products. Noted for tomatoes and small fruits. Lillooet is pioneer Cariboo community, has several historic landmarks. It is Mile "O" of historic Cariboo Highway.
161.0	850'	Railway crosses Fraser River on high steel and concrete bridge. From here railway follows Fraser River Canyon. Grade at this point is 2.2 percent.
183.2	2706'	Moran. Fraser River visible two thousand feet below the tracks.
192.7	3509'	KELLY LAKE — Here we enter the cattle country of Cariboo.
203.1	3166'	CLINTON — Cariboo ranching centre, famous during stagecoach days. Noted museum.
214.7	3508'	CHASM — This awe-inspiring canyon is hundreds of feet deep and more than a mile long.
243.2	3864'	HORSE LAKE — highest point on railway, altitude 3,864 feet above sea level. From this summit the butte, from which Lone Butte derives its name, can be seen.
259.5	3181'	EXETER (100 MILE HOUSE) — Lumber industry centre and cattle ranches.
273.5	2761'	LAC LA HACHE — Ranch and resort area.
303.1	2060'	St. Joseph's Mission and Indian School.
314.0	1925'	WILLIAMS LAKE — Divisional point on railway, is active lumbering centre in the heart of immense ranching country. Large stockyards here, from which thousands of cattle are shipped each year to Canadian and U.S. markets.
331.0	1800'	DEEP CREEK is crossed. Deck of this bridge is 312 feet above water. One of world's highest railway bridges.
381.5	1578'	PLYWOOD PLANT of Western Plywood (Cariboo) Ltd.
384.6	1549'	QUESNEL — Situated at junction of Fraser and Quesnel rivers; important lumbering centre. An historic community of approximately 8,000, it possesses many relics of early pioneer days. From here a scenic drive (55 miles) may be made to Wells-Barkerville gold mining area. In gold rush days in the west, Barkerville's population was exceeded only by that of San Francisco.
400.0	2525'	COTTONWOOD RIVER BRIDGE — Cost more than one million dollars — 1,023 feet long and 234 feet above Cottonwood River.
404.8	2537'	GREENING SIDING — Summit of grade between Quesnel and Prince George.
408.0	2375'	AHBAU CREEK BRIDGE — length 920 feet and 75 feet above Ahbau Creek. North end of bridge was scene of a silver spike ceremony at the opening of the extension Quesnel to Prince George.
424.9	1964'	HIXON . Centre of expanding lumbering and farming area midway between Quesnel and Prince George.
426.5	1857'	CANYON CREEK BRIDGE — Just west of junction of Canyon and Hixon Creeks. Latter was scene of large scale placer mining early in the century.
451.0	2090'	As the line approaches Prince George, it again parallels the Fraser River. South Fort George
466.1	1900'	across the river. River steamers arrived here from Soda Creek, 130 miles south.
462.7	1870'	PRINCE GEORGE , divisional point, at junction of Fraser and Nechako Rivers. Population of approximately 25,000, features lumbering and farming. Gateway to Northern British Columbia and Peace River District. At Prince George, Pacific Great Eastern Railway connects with Canadian National Railways, affording through service to Prince Rupert westbound, and to Edmonton and points east.

PACIFIC GREAT EASTERN RAILWAY CO.

PASSENGER DEPARTMENT

Except for the Cariboo Dayliner departing North Vancouver 8.00 a.m., all Tuesday trains are cancelled on account of blasting operations.

Vancouver, B.C.
May 14th, 1957

N. V. Paul,
General Agent.

Photo 18: B39-8E 1700 head up “Whistler Northwind” passenger train during its last season of operation as the southbound train passes at MP 436 on July 10, 2002.

Photo 18: La B39-8E no 1700 tracte le train de passagers “Whistler Northwind” durant sa dernière saison de service. Le convoi, direction sud, passe le mille 436 en ce 10 juillet 2002.



Photo 19: A photo by Douglas Sanford showing the south end of the old Prince George Diesel shops back on November 21, 1981. Nothing but two-tone green units were visible back then. An RCC Robot Car, SD40-2, RS-3 and a pair of C-425's are in this photo.

Photo 19: Une photo de Douglas Sanford illustrant l'extrémité sud du vieil atelier diesel de Prince-George en ce 21 novembre 1981. On ne voit rien d'autre que des engins dans la livrée des deux tons de vert. Un wagon-robot RCC, une SD40-2, une RS-3 et une paire de C-425.

Photo 20: A pair of Dash 9-44CWL's 4654 and 4649 with B36-7 3607 are heading north from Prince George at MP 466 on July 8, 2004.

Photo 20: Une paire de Dash 9-44CWL, les nos 4654 et 4649 avec la B36-7 no 3607 se dirigent au nord de Prince-George au mille 466 en ce 8 juillet 2004.



continued on page 73

Stan's Photo Gallery

MARCH – APRIL 2012

By Stan Smaill

French Version, Michel Lortie

Introduction

To complement Mark Forseille's article on the modern day British Columbia Railway and Doug Smith's overview of the BCR and its predecessors, this Photo Gallery features a retrospective mostly of the Pacific Great Eastern Railway from 1950 to the early nineteen-seventies. The images from the Ron Ritchie collection, which were taken by Ron and the late Omer Lavallee, give a great visual insight to the PGE when it was in fact a very local railway between the west coast port of Squamish, B.C. and the town of Quesnel. Some wags said that the initials 'PGE' stood for 'Prince George Eventually'. The PGE did in fact reach Prince George in 1952 and finally completed its southern entry into North Vancouver in 1956.

Ironic is the fact that while the CNR could not be persuaded to purchase the PGE for the sum of \$17 million in the 1920s, CN's long term lease of BC Rail in 2004 cost \$1 billion.

This Photo Gallery is dedicated to former PGE, BCR and BC Rail chief dispatcher Paul D. Roy. Paul and his family are avid supporters of the West Coast Railway Heritage Park in Squamish where many items of PGE history can be seen.

Lillooet, B.C. was the first division point on the Pacific Great Eastern Railway north of either Squamish or, after 1956, North Vancouver. Immediately north of the yard at Lillooet, the PGE main line crosses the Fraser River on a combination box span-trestle bridge. In 1950, doubleheading of eight-coupled steam locomotives over this bridge was prohibited. Therefore the second engine in any train powered with more than one locomotive, required the second engine to be placed back in the train. In this view from 1950, CLC 2-8-2 No. 58 is assembling a northbound freight. In the background, the more modern 2-8-2 No. 160 is the engine 'back in the train'. Ronald S. Ritchie.



La ville de Lillooet, C.-B., possédait la plus importante gare de triage du Pacific Great Eastern, au nord de Squamish. C'est également à cet endroit que le PGE traversait la rivière Fraser sur un pont à cheval. Ce dernier ne pouvait supporter le poids de deux locomotives de type 2-8-2 attelées en tandem. C'est pourquoi, lorsqu'on avait besoin de deux locomotives, la deuxième était placée à l'arrière du train. Sur cette photo, prise à Lillooet en 1950, la 2-8-2 58 est en tête d'un train au départ vers le Nord avec la 2-8-2 160 qu'on voit plus loin à l'arrière. Ronald S. Ritchie.

Les photos de Stan

MARS – AVRIL 2012

Par Stan Smaill

Version française : Michel Lortie

Avant-propos

Les photos présentées ici se veulent un complément aux articles de Mark Forseille et de Doug Smith sur les chemins de fer de la Colombie-Britannique, ailleurs dans ce numéro. Elles nous montrent un petit chemin de fer régional, le Pacific Great Eastern, entre 1950 et le début des années soixante-dix. Ces très belles images, prises en majorité par Ron Ritchie et feu Omer Lavallée, nous font voir ce chemin de fer qui reliait le port de Squamish, sur la côte ouest, avec la ville de Quesnel à l'intérieur. Les initiales PGE voulaient dire, selon certains farceurs, « Prince Georges Éventuellement ». Ce n'est qu'en 1952 que le chemin de fer se rendit jusqu'à Prince Georges. Le réseau fut enfin complété à North Vancouver en 1956.

Il est un peu ironique de constater que le Canadien National refusa en 1920 d'acheter le PGE pour 17 M\$ alors qu'il acheta ce dernier, plus tard intégré au réseau BC Rail, lors de l'acquisition de BC Rail en 2004.

Cette chronique est dédiée à Paul D. Roy, qui fut régulateur en chef au PGE, puis au BCR et enfin à BC Rail. Maintenant retraité, il est l'un des piliers du musée West Coast Railway Heritage Park à Squamish, C.-B., où l'on peut voir de nombreux artefacts du passé du PGE.



PGE 2-8-2 No. 58 was built in 1927 by the Canadian Locomotive Company and served her owner until 1955. Seen at Lillooet in 1950, the 58 is marshalling a freight train soon to be northbound for the division point town of Williams Lake. Note the octagonal water tower and the brakeman on the CNR outside braced boxcar passing hand signals to No. 58's fireman. Ronald S. Ritchie.

La 2-8-2 no58, construite pour le PGE en 1927 par la Canadian Locomotive Company, demeura en service jusqu'en 1955. On la voit ici à Lillooet C.-B. en 1950, occupée à raccorder un train qu'elle doit emmener vers le nord jusqu'à William Lake. Il est à remarquer sur cette photo d'époque le château d'eau octogonal ainsi que le serre-frein debout sur le toit du wagon couvert. Ronald S. Ritchie.

No. 160 simmers at Lillooet in 1950 prior to acting as an early version of distributed power. Later in the diesel era, the PGE and later BCR would make extensive use of both manned and robot pusher diesel locomotives, but on this day, Mikado 160 is 'back in the train' on a Williams Lake northbound freight. The 2-8-2 160 was built by late in the steam era by CLC in 1945 and was only retired in 1961. Ronald S. Ritchie.

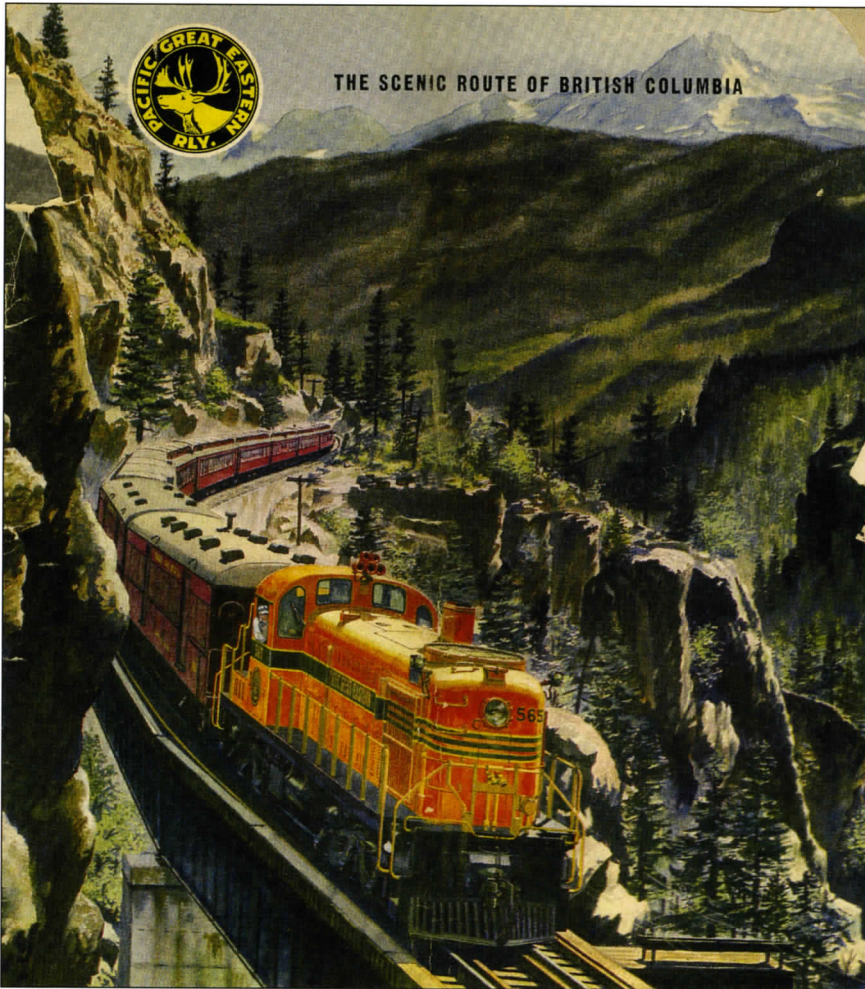


La 2-8-2 no 160, de conception plus moderne, a été construite par CLC en 1945 et a été en service jusqu'en 1961. Elle attend à Lillooet d'être utilisée pour amener un train de fret vers William Lake; elle sera placée comme deuxième locomotive en milieu de train afin de ne pas surcharger le pont sur la rivière Fraser au nord de Lillooet. Cette façon de faire est reprise aujourd'hui avec des locomotives diesel contrôlées à distance par la locomotive de tête. Ronald S. Ritchie.



CLC 2-8-2 162 emerges from a wooden Warren truss bridge near Squamish, B.C. in 1950 with a CPR "Spans the World" 40 foot boxcar immediately in tow. No 162 was built in 1947 by Canadian Locomotive Company and was one the last new CLC steam locomotives built for a Canadian railway. By 1956, it was retired and scrapped. Ronald S. Ritchie.

La 2-8-2 no162 vient de traverser un pont en bois situé près de Squamish, C.-B., en 1950. Cette locomotive, construite par CLC en 1947, fut l'une des dernières locomotives à vapeur construites pour un chemin de fer canadien par cette compagnie. Elle fut utilisée jusqu'en 1956, après quoi elle fut ferrailée. Ronald S. Ritchie.



Howard Fogg (born in Brooklyn, N.Y., 1917 - died Boulder, Colorado 1996) was hired as ALCO's company artist by Duncan Fraser its President, in 1946. Howard had achieved his career goal and went on to become one of the most renowned railroad artists of all time. In the 1950's, the Pacific Great Eastern Railway commissioned Howard to paint a depiction of its crack passenger train in the Cheakamus Canyon, north of Squamish, then the southern terminal of the PGE. This painting went on to hang in the PGE head office on Pender Street in Vancouver, as well as adorn the cover of a few timetables and promotional pamphlets. Stan J. Smail collection.

Howard Fogg, né à Brooklyn, N.Y., en 1917, mort à Boulder Colorado en 1996, est considéré comme l'un des principaux peintres de sujets ferroviaires en Amérique du Nord. En 1956, il fut engagé à titre d'artiste corporatif par le président de la société ALCO. En 1950, le Pacific Great Eastern lui demanda de réaliser un tableau représentant un de ses trains de passagers franchissant le pont sur le Canyon Cheakamus, au nord de Squamish, qui était alors son terminus. Ce tableau orna les murs du siège social du PGE, rue Pender à Vancouver, pendant de nombreuses années. Il fut également utilisé sur de nombreux documents publicitaires du PGE. Collection Stan J. Smail.

The two storey Quesnel PGE station is seen in this October 1950 view by Omer Lavallee. Interesting is the fact that at this time, Quesnel's train order signal is the single blade, lower quadrant semaphore style. CNR's lines in Newfoundland were the last locations that this ancient form of train order signal were used in Canada. Omer Lavallee, Ronald S. Ritchie collection.

La gare du PGE de Quesnel, C.-B., construite sur deux étages. Sur cette photo prise en 1950, on voit le type de signalisation utilisé à l'époque. Les lignes de CN à Terre-Neuve furent les dernières au Canada à utiliser ce type de signaux. Omer Lavallee, collection Ronald S. Ritchie.





A real gem! Diesel-electric railcar 107 was built for the CNR as 15823 in 1926 by the Ottawa Car Company; it was sold to the PGE in 1949. Sporting a red livery reminiscent of Lehigh Valley Cornell Red, it was photographed at Lillooet, B.C. in 1950. The 107 operated as a rail-bound shuttle for travellers and motorists (yes it pulled one or more flat cars with autos) between Lillooet and Seton Portage. Sister railcar CNR 15824 is a treasured artifact at Exporail. Omer Lavallee, Ronald S. Ritchie collection.

Un petit bijou! L'autorail diesel-électrique 107, construit par la Ottawa Car Co. pour le Canadien National en 1926, puis revendu au PGE en 1949, est photographié à Lillooet C.-B. en 1950. Il est peint en rouge comme les trains du Lehigh Valley. On utilisait cet autorail comme autobus scolaire entre Sexton Portage et Lillooet. Un autre autorail du même type, le CNR 15824, fait partie de la collection du Musée Exporail. Omer Lavallée, collection Ronald S. Ritchie.

Express-Baggage car 717 bracketted by PGE cabooses 1806 and a coach of obvious interurban origin at Quesnel on June 25, 1953. Car 717 was converted from a troop sleeper and was one of many used by the PGE as baggage-express cars until conventional passenger operations ceased in the early 1960s. Two finely restored examples of these vehicles can be seen today at the West Coast Railway Heritage Park in Squamish, B.C. Ronald S. Ritchie.



Le wagon à bagages et à messagerie 717 est en gare de Quesnel C.-B. le 25 juin 1953. Ce wagon, qui était à l'origine affecté aux transports des troupes durant la Deuxième Guerre mondiale, avait été converti à cet usage par le PGE et utilisé, avec d'autres, jusqu'à l'arrivée des autorails RDC de Budd. Deux exemplaires restaurés sont en montre au musée West Coast Railway Heritage Park de Squamish, C.-B. Ronald S. Ritchie.

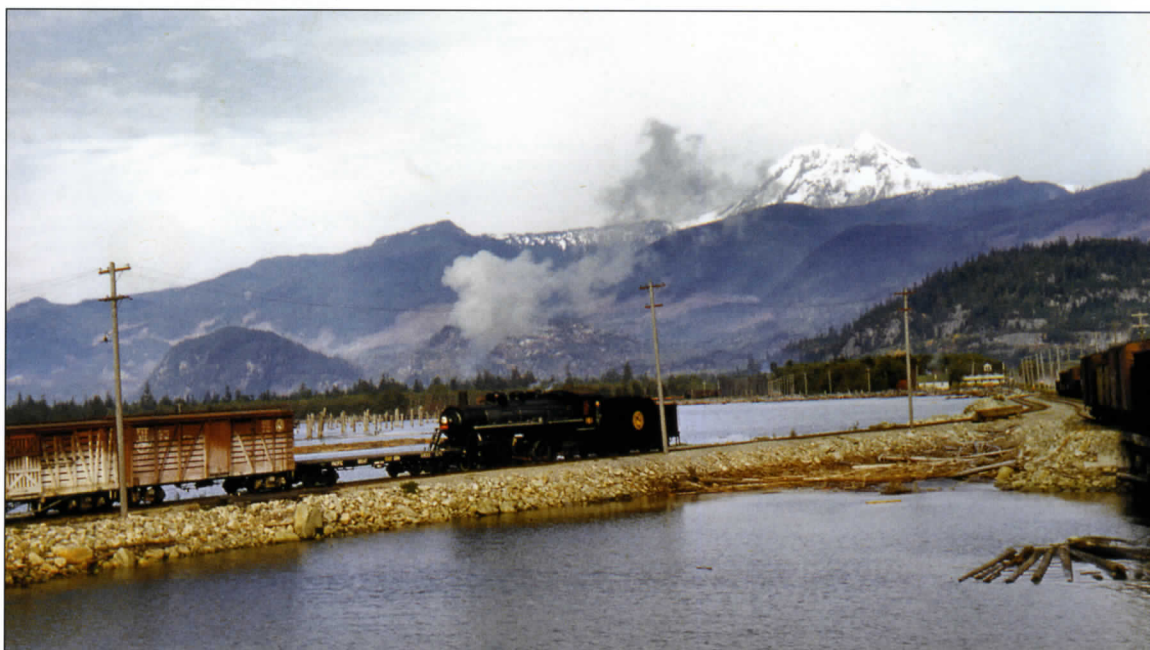


End cupola wooden caboose 1806 is on the southbound PGE accommodation from Quesnel to Squamish on June 25, 1953. Ancient arch bar trucks are still in use on this caboose, which is very similar in design to similar cars on the CNR and NAR. Ronald S. Ritchie.

Un wagon de queue « Cabousse » en bois du PGE, de la 1806, attelé au train entre Quesnel et Squamish le 25 juin 1953. On utilisait encore, même à cette époque, des anciens bogies de type « arch-bar » sur ces wagons de même facture que ceux utilisés au CN et au NAR. Ronald S. Ritchie.

CLC built 2-8-2 161 is shoving museum quality stock cars and an ancient 36 foot flat around the wye at Quesnel in October 1950. Good colour views of PGE steam in service are rare since PGE dieselised very early in the nineteen-fifties, despite having some of the newest steam locomotives built in Canada. Omer Lavallee, Ronald S. Ritchie collection.

La 2-8-2 161, construite par CLC, pousse un train sur la voie de retournement à Quesnel, C.-B., en octobre 1950. Ses wagons, des antiquités, servaient au transport des bestiaux. De bonnes photos couleurs de locomotives vapeur du PGE sont plutôt rares, car ce chemin de fer s'est reconverti au diesel au tout début des années cinquante, même s'il possédait des locos vapeur de fabrication récente. Omer Lavallée, collection Ronald S. Ritchie.





Once again, around the wye at Quesnel, this time with CLC 2-8-2 162 in October 1950. The 162 bracketed by an outside braced CNR wooden box car and a 40 foot PGE steel boxcar adorned with the famous PGE 'Caribou' herald that is also on the 162's tender. Omer Lavallee, Ronald S. Ritchie collection.

Une autre photo prise sur la voie de retournement à Quesnel, C.-B., en octobre 1950. La 2-8-2 162 est attelée à l'avant à un wagon en bois du CN et à l'arrière à un wagon en acier du PGE. Ce dernier est orné du célèbre logo montrant une tête de caribou, que l'on peut voir également sur le tender de la locomotive. Omer Lavallée, collection Ronald S. Ritchie.

MLW RSC-3 562 is at Quesnel on June 25, 1953. The MLW RSC-3's quickly superseded the GE 70 tonners as traffic demands increased. At the time of this photo, the PGE had finally reached Prince George, and the RSC's powered most trains. Eventually, all of these units were re-trucked with Alco type B trucks as improvements to track and bridges allowed for heavier axle loadings. Sister unit 561 is preserved at the West Coast Railway Heritage Park in her original A1A truck configuration. Ronald S. Ritchie.



Une locomotive diesel de type RSC-3 est en gare de Quesnel, le 25 juin 1953. La 562 avait été fabriquée par la MLW sous licence ALCO. Plusieurs locomotives de ce type remplaçaient les petites GE 70 tonnes, qui ne pouvaient suffire à tracter de plus longs trains. Au moment où cette photo fut prise, le PGE avait enfin rejoint la ville de Prince Georges. Ces engins avaient l'origine des bogies à trois essieux, mais après une amélioration des voies, qui autorisaient des charges plus lourdes, elles furent converties à des bogies à deux essieux. La 561 est préservée au musée du West Coast Railway Heritage Park avec ses bogies originaux à trois essieux. Ronald S. Ritchie.



A real gem indeed! Former ACF built interurban sleeper 'Clinton' brings up the rear end of the PGE accommodation train at Quesnel, B.C. in October 1950. The 'Clinton' began life as Interstate Public Service's 'Scottsburg' operating under the trolley wire between Indianapolis, Indiana and Louisville, Kentucky. Note the rare upper berth windows. Retired from revenue passenger service in the mid 1960s, the Clinton was sold to a Washington State individual for preservation in 1965. It is now awaiting restoration at the West Coast Railway Heritage Park in Squamish. Omer Lavallée, Ronald S. Ritchie collection.

Une pièce vraiment rare! Le wagon-lit « Clinton » construit par ACF pour un chemin de fer interurbain aux U.S.A. reliait Indianapolis, Indiana, et Louisville, Kentucky. On le voit ici en octobre 1950 à Quesnel, C.-B., utilisé en queue de train. Ce wagon fut retraité lors de l'arrivée des autorails Budd et affecté au train d'entretien de la voie. Il attend maintenant sa remise à neuf au musée West Coast Railway Heritage Park à Squamish, C.-B. Omer Lavallée, collection Ronald S. Ritchie.

Slightly blurred but significant! PGE RS-3 574 is at Squamish on July 15, 1959 still sporting her very attractive, as-delivered orange and green paint scheme. The five chime 'Swanson' horn is evident on the cab roof. This horn was developed by Robert Swanson in the 1950s was born out of a desire to make diesel horns sound similar to a steam chime whistle. PGE diesels were among the first units in Canada to get chime horns. Photographer unknown, Stan J. Smail collection.

Cette photo, prise à Squamish, C.-B., le 15 juillet 1959 nous montre la RS-3 574 du PGE dans sa livrée d'origine et munie, sur le toit de la cabine, d'un avertisseur Swanson. Ce type d'avertisseur, conçu par Robert Swanson au cours des années cinquante, faisait en sorte que le son des avertisseurs diesels ressemblait davantage à celui des locos vapeurs. Les diesels du PGE furent parmi les premières au Canada à posséder de tels avertisseurs. Collection Stan J. Smail.





The PGE diesel roster was an eclectic mix of Alco diesel locomotives. However, in the late sixties, the PGE rostered a real rarity - a Fairbanks-Morse H-10-44 numbered D1. The old FM came from the Columbia and Cowlitz, a Washington state lumber railway. The PGE used it as a yard engine in North Vancouver where Grant Will photographed the unit in June 1969 photo. Stan J. Smail collection.

La majorité des locomotives diesels du PGE provenaient de chez Alco ou MLW. Toutefois, vers la fin des années soixante, une Fairbanks-Morse H-10-44 fut achetée d'occasion du chemin de fer Columbia et Cowlitz, de l'État de Washington, U.S.A. La D-1 sera utilisée comme locomotive de manœuvre à la gare de triage de North Vancouver, où cette photo fut prise en juin 1969. Grant B. Will, collection Stan J. Smail.

Two Budds on the bridge! Twin PGE RDC's cross the Fraser River bridge at Lillooet, B.C. in the summer of 1972. The train is southbound No. 2 and in moments will pause for passengers before heading southbound on the Squamish Subdivision to North Vancouver. Stan J. Smail.



Deux autorails Budd RDC traversant le pont de la rivière Fraser à Lillooet, C.-B., l'été de 1972. Dans quelques instants, le train no 2 s'arrêtera en gare pour prendre des passagers en direction sud vers North Vancouver. Stan J. Smail.



Lillooet again where on October 10, 1970, a real Alco prize rests on the shop track in front of the ramshackle engine shed. Leased Morrison-Knudsen M636 5401 and sister 5402 await assignment, probably as the power for train 23 to Prince George. Remarkably, the big units were two former Alco demonstrators that ultimately would end up across the country on the Quebec Cartier Railway. John Sutherland, Stan J. Smail collection.

À Lillooet, en octobre 1970, deux Alco M636 louées au PGE par Morrison Knudsen sont prêtes à amener le train 23 vers Prince Georges. Ces deux locomotives vont éventuellement se retrouver à l'autre bout du pays lorsqu'elles seront vendues au chemin de fer Québec Cartier. John Sutherland, collection Stan J. Smail.

The Lion's Gate bridge is prominent in the background as PGE train 24 arrives in North Vancouver in July 1971, powered by a trio of M630's led by none other than class leader 701. The Big Alco era has begun on the PGE and continued for almost twenty years until the arrival of the even bigger Dash 8 GE's. Ken Goslett, Stan J. Smail collection.

Le fameux pont du Lion's Gate est visible à l'arrière-plan de cette photo prise en juillet 1971. Trois locomotives M630 sont en tête du train no 24 qui arrive à North Vancouver. Ces grosses locomotives Alco seront utilisées pendant plus de vingt ans encore avant d'être remplacées par des General Electric Dash 8. Ken Goslett, collection Stan J. Smail.





Like a model railroad! M630 702 snakes through the reverse curves that hug the cliffs near Pavilion siding after exiting a tunnel with southbound train 24 for North Vancouver in June 1972.

On pourrait croire qu'il s'agit d'une maquette, mais c'est bien un réel et fantastique paysage que traverse le train 24 en direction sud en juin 1972. Le train sort d'un tunnel et arrive à la voie d'évitement de Pavillon avec deux locos M630 en tête.

Meet at Pavilion! Southbound train 24 holds the main for a meet with northbound train 23 at Pavilion siding north of Lillooet. Today's No. 23 is powered by three Lake Superior and Ishpeming U23C's that were leased to the PGE in 1972. Stan J. Smail.



Le train no24 en direction sud roule sur la voie principale alors que le train 23 en direction nord attend sur la voie d'évitement de Pavillon situé au nord de Lillooet, C.-B. Aujourd'hui, le train 23 est tracté par trois locomotives de type U23C du Lake Superior and Ishpeming en location au PGE. Stan J. Smail.



After meeting train No. 23, M630 702 and sister 716 heel to the curve south of Pavilion siding in June 1972. The No. 24 has almost completed her southbound trek on the Lillooet Subdivision. The big MLW's were ideally suited to the rugged climb of over 2700 feet in 34 miles from Lillooet to the summit at Kelly Lake. Stan J. Smail.

Deux M630 tractant le train no24 à la sortie de la voie d'évitement de Pavillon. Il a presque terminé son voyage vers le sud en direction de Lillooet. Ces grosses locomotives de MLW étaient très bien adaptées au dur travail sur ce tronçon entre Lillooet et William Lake. En effet, le chemin de fer à cet endroit gravit une pente de 2700 pieds sur une distance de 34 milles! Stan J. Smail.

Quesnel revisited. Fall 1978 finds southbound train 24 with 'Big M' 719 holding the main as MLW RS18 601 is in the clear at Quesnel. Operator Ken McCutcheon has just hooped orders to the head end of No. 24. While the PGE has become the British Columbia Railway, it is still very much an MLW-Alco property. Stan J. Smail.

Retour à Quesnel, cette fois à l'automne de 1978. Le train no24 en direction sud avec la M630 719 en tête roule sur la voie principale. L'opérateur, Ken McCutcheon, vient de passer son ordre de marche au conducteur du train alors que la RS18 601 attend sur la voie d'évitement. Le PGE appartient désormais au British Columbia Railway, mais il a conservé ses locomotives Alco. Stan J. Smail.





Robo-Fairbanks! Ex CPR CLC C-Iine B unit 4455 was converted to a BCR Robot Control car RCC4 in the early seventies; a time when the CPR converted most of their CLC-FM 'B' units to Robot cars also. Differing from the CPR Robo-Fairbanks, the two BCR units retained the distinctive fuel tank skirts particular to C-Line locomotives. Thanks to Jim Lanigan, both BCR 'Robo-Fairbanks' survive awaiting restoration; they are the only FM B units extant. This photo was taken at North Vancouver in September 1978. Stan J. Smaill.

Une locomotive robotisée! Cette Fairbanks-Morse de type B, rachetée du CP, a été convertie par le British Columbia Railway pour être contrôlée à distance. Le CP a d'ailleurs fait de même avec toutes ses anciennes locos de ce type et de la même marque. Celles du BCR avaient toutefois conservé leur carrosserie d'origine. Grâce à Jim Lanigan, les deux locos-robots du BCR ont été préservées et sont en attente de remise en état. Ce sont les deux seules FM de type B encore existantes. Cette photo a été prise à North Vancouver, C.-B., en septembre 1978. Stan J. Smaill.

Resplendent in green and silver with a dogwood flower herald prominently displayed beneath the oscillating headlight, RDC 3 BC30 has BCR train No.1 northbound into the sunset at Williams Lake in September 1978. The BCR ceased operating passenger service in 2002. Stan J. Smaill.



Le train no1 en direction nord arrive à William Lake, C.-B., au coucher du soleil en septembre 1978. Les deux autorails Budd RDC affichent la livrée du BCR avec le logo de la fleur de cornouiller, emblème de la province. Tous les services passagers de BCR ont été abolis en 2002. Stan J. Smaill.



BC-33 with its distinctive 'wrap around' stainless steel fluting does station work at Squamish in August 1972. BC-33 is now 'back home' as an operational exhibit at the West Coast Railway Heritage Park in Squamish. CRHA Archives, Fonds Kemp.

L'atorail Budd RDC BC-33 est resplendissant avec ses parements en acier inoxydable. Il est en arrêt à la gare de Squamish, C.-B., en août 1972. Cet autorail est maintenant de retour chez lui, en état de marche, au musée West Coast Railway Heritage Park de Squamish, C.-B. Archives S.C.H.F. Fonds Kemp.

The view from above! BCR wayfreight lead by MLW RS-18 608 snakes its way through Squamish on May 15, 1980. Note the three idler cars protecting the two loads of logs! Helmut Ostermann, CRHA Archives, Fonds Bury, BCR1-35.

Une vue à vol d'oiseau du train de fret local du BCR arrivant à Squamish le 15 mai 1980. Les locomotives sont des MLW-Alco RS18. Des wagons plats séparent les deux wagons chargés de très longs troncs d'arbres. Helmut Ostermann. Archives S.C.H.F. Fonds Bury, BCR1-35.





Six units – two electrics and four diesels – work the Tumbler Ridge coal train on July 23, 1984. John C. Benson, CRHA Archives, Fonds Bury, BCR1-34.

Pas moins de six locomotives, deux électriques et quatre diesels, tractent un lourd train de charbon en provenance de Tumbler Ridge le 23 juillet 1984. John C. Benson. Archives S.C.H.F Fonds Bury, BCR1-34.

Three of the brand new fleet of General Electric Dash 8-40CMu's were caught by John C. Benson in North Vancouver on July 21, 1990. CRHA Archives, Fonds Bury, BCR1-111.



Trois locomotives flambant neuves, acquises par BCRail, posent pour John C. Benson à North Vancouver le 21 juillet 1990 il s'agit de Dash 8-40CM fabriquées par General Electric. Archives S.C.H.F. Fonds Bury BCR1-111.

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Photo 21: A trio of SD40-2's pass MP 730 in Fort St John, BC on July 23, 2000. The 765, 750 and 752 have a ballast train in tow heading north fifty miles to reload at Buick.

Photo 21: Un trio de SD40-2 franchit le mille 730 à Fort St.John en ce 23 juillet 2000. Les nos 765, 750 et 752 tractent un convoi de wagons à ballast qui seront remplis à Buick, 50 milles (85,5 km) plus loin.



Photo 22: An MLW A-B-B-A set, with M-420W 644, M-420B's 687 and 685, and M-420W 641, at Fort St James, BC on August 25, 1996.

Photo 22: Un groupe de locomotives MLW de type A-B-B-A composé des M-420W no 644, M-420B nos 687 et 685 ainsi que la M-420W no 641 à Fort St.James, CB en ce 25 août 1996.

Photo 23: A trio of B36-7's head north at MP 99.9 near Tachie on the Takla sub with a train of empty log cars on August 17, 1998. The foreign lettering on the 3602, 7488 and 3608 will leave you wondering whose train this really is.

Photo 23: Un trio de B36-7 roule en direction nord au mille 99.9 près de Tachie dans la subdivision Takla avec un convoi vide de wagons porte-billots en ce 17 août 1998. Les nos 3602, 7488 et 3608 se préparent à quitter, vous devinez de quel train il est question!





Photo 24: A trio of GF6C's – this time the 6001, 6004 and 6006 – are approaching the Quintette Mine at MP 81 of the Tumbler Ridge Sub on July 21, 2000. They will be the pusher set as a set of Electric's struggle to get over the grade past Wolverine.

Photo 24: Un trio de GF6C, cette fois-ci les nos 6001, 6004 et 6005, approchent de la mine Quintette au mille 81 de la subdivision Tumbler Ridge en ce 21 juillet 2000. Elles seront les locomotives d'appoint des engins électriques qui doivent franchir la pente après Wolverine.

Photo 25: On the Pine River Bridge at MP 16 of the Dawson Creek Sub. B39-8E 3903 with B36-7 3608 is heading to Chetwynd, BC on July 24, 2000.

Photo 25: Sur le pont de la rivière Pine, au mille 16 de la subdivision Dawson Creek, les B39-8E no 3903 et B36-7 no 3608 roulent vers Chetwynd, CB en ce 24 juillet 2000.



Photo 26: B39-8E 3903 with B36-7 3608 are crossing the Kiskatinaw Creek Bridge at MP 46 of the Dawson Creek Sub. The crew took us for a ride this day and they were kind enough to stop which to get photos on the bridge.

Photo 26: Les B39-8E no 3903 et B36-7 no 3608 traversent le pont de pont du ruisseau Kiskatinaw au mille 46 de la subdivision Dawsob Creek. L'équipe du train nous a invité à bord cette journée là et s'est arrêté suffisamment longtemps pour qu'on puisse prendre des photos sur le pont.

75-TIME TABLE-75

EFFECTIVE MAY 19th, 1957

SUBJECT TO CHANGE WITHOUT NOTICE
ALL TIMES SHOWN HEREIN ARE

PACIFIC STANDARD TIME

EXCEPT

That During Such Period When Daylight Saving Time Prevails in British Columbia Then All Times Shown Herein For This Railway Should Be Read As Pacific Daylight Saving Time.

Read Down	No. 1 Daily	Miles	STATIONS	Alt. Feet	No. 2 Daily	Read Up
	8:00	0.0	Lv. (A) NORTH VANCOUVER Ar.	0	11:35	
	9:45	39.2	Ar. (A) SQUAMISH Ar.	8	9:50	
	9:50	39.2	(A) SQUAMISH	8	9:45	
f	10:00	44.0	BRACKENDALE	76	9:35	
f	10:06	46.6	CHEEKYE	160	9:29	
f	10:12	49.2	CHEAKAMUS	189	9:23	
	10:32	57.9	WATSON	973	8:59	
f	10:36	59.5	GARIBALDI	1126	8:56	
f	10:57	67.1	McGUIRE	1632	8:34	
s	11:17	74.4	(A) ALTA LAKE	2100	8:15	
f	11:20	75.3	RAINBOW	2099	8:11	
f	11:31	79.5	PARKHURST	1927	8:00	
f	11:59	90.2	TISDALL	1123	7:36	
s	12:08	94.6	(A) PEMBERTON	696	7:23	
f	12:16	99.1	MOUNT CURRIE	686	7:14	
f	12:27	104.2	SPETCH	1042	7:02	
f	12:46	113.6	BIRKEN	1575	6:42	
f	1:00	120.3	DEVINE	1015	6:28	
f	1:07	123.3	D'ARCY	880	6:21	
f	1:20	128.8	McGILLVRAV FALLS	872	6:04	
f	1:24	130.4	MARNE	867	6:01	
f	1:45	138.5	SETON PORTAGE	828	5:42	
s	1:55	142.4	(A) SHALALTH	813	5:32	
f	2:14	148.8	RETASKIT	815	5:14	
f	2:35	157.7	Ar. (A) LILLOOET Lv.	793	4:55	
f	2:40	157.7	Lv. (A) LILLOOET Ar.	793	4:47	
f	2:58	165.4	FOUNTAIN	1059	4:28	
f	3:16	170.3	GLEN FRASER	1666	4:11	
f	3:28	178.1	PAVILION	2175	4:00	
f	3:49	183.2	MORAN	2706	3:49	
f	4:04	192.3	KELLY LAKE	3509	3:31	
s	4:22	203.0	(A) CLINTON	3166	3:14	
f	4:42	214.7	CHASM	3508	2:55	
f	4:50	219.5	KOSTER	3603	2:47	
f	4:54	222.0	70-MILE	3568	2:43	
f	5:10	230.6	GRAHAM	3581	2:27	
f	5:21	236.4	FLYING-U	3788	2:16	
s	5:40	246.3	LONE BUTTE	3745	1:58	
f	5:52	252.6	CANIM	3471	1:46	
s	6:07	259.8	(A) EXETER	3181	1:31	
f	6:17	265.6	TATTON	3041	1:21	
f	6:31	273.5	LAC LA HACHE	2761	1:07	
f	6:38	278.0	CANAMA	2658	1:00	
f	6:48	283.4	WRIGHT	2660	12:50	
f	7:06	293.7	ENTERPRISE	2500	12:32	
f	7:27	305.4	ONWARD	2048	12:11	
f	7:33	314.0	Ar. (A) WILLIAMS LAKE Lv.	1925	11:55	
f	7:40	314.0	Lv. (A) WILLIAMS LAKE Ar.	1925	11:50	
f	7:52	318.8	COMER	2068	11:38	
f	8:10	327.2	HARGREAVES	1965	11:20	
f	8:28	335.9	SODA CREEK	1755	11:02	

Read Down	No. 1 Daily	Miles	STATIONS	Alt. Feet	No. 2 Daily	Read Up

Read Down	No. 1 Daily	Miles	STATIONS	Alt. Feet	No. 2 Daily	Read Up
f	8:44	344.7	MACALISTER	1603	10:46	
s	8:51	348.7	MARGUERITE	1600	10:38	
f	9:10	358.1	ALEXANDRIA	1800	10:20	
f	9:23	365.1	AUSTRALIAN	1743	10:07	
f	9:36	371.7	KERSLEY	1835	9:54	
f	9:44	376.5	DRAGON	1771	9:46	
s	10:07	384.3	(A) QUESNEL	1549	9:28	
f	10:27	393.7	BARLOW	2258	9:03	
f	10:33	396.9	COTWOOD	2518	8:57	
f	10:47	404.5	GREENING	2537	8:43	
f	10:55	409.6	AHBAU	2364	8:35	
f	11:07	416.3	COLEBANK	2160	8:23	
f	11:12	419.4	STRATHNAVER	2080	8:18	
s	11:21	424.7	HIXON	1964	8:09	
	11:32	431.1	WALKER	1856	7:58	
	11:41	436.8	WOODPECKER	1916	7:49	
	11:47	440.9	CRYSDALE	1905	7:43	
	11:53	444.2	STONER	1984	7:37	
	12:00	449.0	REDROCK	2090	7:30	
	12:04	451.2	CALE	2125	7:26	
	12:16	458.1	TABOR	1964	7:14	
	12:30	466.1	Ar. (A) PRINCE GEORGE Lv.	1964	7:00	

Read Down	No. 1 Daily	Miles	STATIONS	Feet Alt.	No. 2 Daily	Read Up

(A) Denotes Agency Station (s) Denotes Regular Stop (f) Denotes Flag Stop
Light face figures denotes A.M. Black face figures denote P.M.

LILLOOET & SHALATH AUTOMOBILE & PASSENGER SERVICE

Leave Lillooet Daily, except Sunday 8:50 a.m. 3:45 p.m.
Leave Shalalth Daily, except Sunday 10:05 a.m. 4:50 p.m.
Automobiles and Trucks must be loaded twenty-five minutes prior to departure times of the above trains.

Stage connections at Shalalth for all Bridge River Valley points.

Stage connections at Williams Lake for Keithley Creek, Horsefly, Dog Creek and Chilcotin points.

Stage connections at Quesnel for Wells and Barkerville.

Stage connections at Prince George for Hart Highway points.

Limousine Service is available between PGE Railway Station and Prince George.

Southbound passengers will be picked up at McDonald or Prince George Hotels on request.

Fare - 50c one way.

Dogs and Small Household Pets, viz. Cats, Birds, etc. will only be checked for handling on regular baggage cars. They will not be carried on RDC Cars.

EQUIPMENT

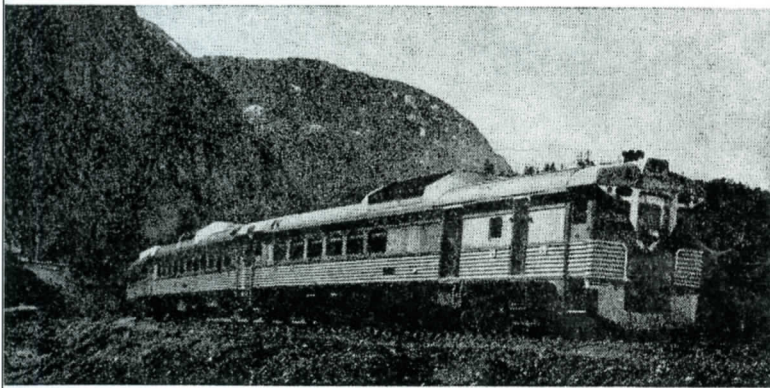
Trains No. 1 and 2 will carry RDC Cars only.

LUXURY TRAVEL

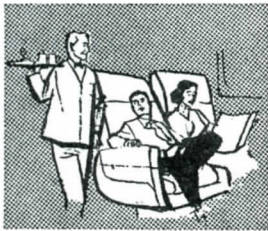
the "Cariboo Dayliner"

One Day Passenger Service

BETWEEN NORTH VANCOUVER AND PRINCE GEORGE



MODERN ALL-STEEL AIR CONDITIONED BUDD CARS



Featuring

- ★ RESERVED SEATS AVAILABLE WITH
- ★ STEWARD SERVICE AND
- ★ COMPLIMENTARY MEALS
- ★ RECLINING LOUNGE SEATS
- ★ AIR CONDITIONING THROUGHOUT
- ★ VIEW-WINDOWS



The Pacific Great Eastern Railway, ever mindful of rail transportation to the future areas it serves, keeps constantly abreast with modern Budd cars.

Thus making your journey more pleasant and more comfortable.

Special thanks to the following associates for helping make this article possible.

To Claude Prutton for his editing assistance, and for his photos.

To Douglas Sanford for the use of his photos.

To James Taylor for the BC Rail Map

To Paul Crozier-Smith for his updated PGE and BC Rail roster

<http://members.shaw.ca/pjcrozier-smith/bcrhts/roster.htm>

And to my Daughter Natalee for her technical assistance in this effort

ISSUED NOVEMBER 29TH, 1959

PACIFIC GREAT EASTERN RAILWAY

PASSENGER TRAIN SCHEDULES

the scenic route of British Columbia



PGE and BCR Locomotive Roster

By Paul Crozier Smith

BCR	Prev #	Builder	B/N	B/D	Model	Notes
STEAM LOCOMOTIVES						
1		MW	647	1874	0-4-0ST	ex-HSPVN 1, nee VCM&L 'Nanaimo', Scrapped 1919
1:02		Vulcan			0-4-0ST	ex- FW&S. Disposition unknown
2		BLW	34270	1910	2-6-2ST	ex-HS&N 2, nee HSPV&N 2. Sold to CL&R 7 1920. Now at WCRA
3		DLW	1477	1914	0-6-0	scrapped 1949
4		BLW	33021	1908	2-6-0	ex-WS Co. 13, nee OS 9. Retired & scrapped 1952.
5		BLW	33022	1908	2-6-0	ex-WS Co. 14, nee OS 10. Retired & scrapped 1952.
51		MLW	53709	1913	2-8-0	Retired & scrapped 1953
52		MLW	53976	1913	2-8-0	Retired & scrapped 1953
53		CLC	1242	1914	2-8-0	Lost in Seton Lake 50-01-23
54		CLC	1243	1914	2-8-0	Retired & scrapped 1954
55		CLC	1246	1914	2-8-0	Retired & scrapped 1953
56		CLC	1247	1914	2-8-0	Lost in Anderson Lake 44-08-08
57		CLC	1630	1920	2-8-2	Retired & scrapped 1953
58		CLC	1631	1920	2-8-2	Retired & scrapped 1955
59		CLC	1632	1920	2-8-2	Retired & scrapped 1954
160		CLC	2286	1945	2-8-2	Retired & scrapped 1961
161		CLC	2287	1945	2-8-2	Wrecked at Quesnel 51-09-23, scrapped 1952
162		CLC	2408	1947	2-8-2	Retired & scrapped 1956
163		CLC	2409	1947	2-8-2	Retired & scrapped 1956
2860		MLW	69292	1940	4-6-4	Ex CPR 2860 to BCR 1999, Leased to WCRA 2002
3716		MLW	51628	1912	2-8-0	Ex CPR 3916, to BCR 1975, retired 2001, to Kettle Valley Railway 2003
OIL-ELECTRIC AND GASOLINE SELF PROPELLED CARS						



Omer Lavallee,
Ronald S. Ritchie collection

101		H-S	9	12/1913	S.P.C.	wrecked & retired 1914 & scrapped
101:2		H-S	16	1914	S.P.C.	retired 8/47 rebuilt to comboose 1800 in 1957
102		H-S	10	12/1913	S.P.C.	retired 9/45 rebuilt to comboose 1801 in 1957
103		H-S	17	1914	S.P.C.	wrecked & retired 1916 scrapped 1922
104		GE	3742	1/1913	S.P.C.	nee GN 2301 2/1919 scrapped 1952
105		GE	3741	40587	S.P.C.	ex MF&M 2300, nee GN 2300 5/1920 scrapped 1947
106		WIW		2/1923	S.P.C.	scrapped 1957
107		OC		4/1926	S.P.C.	nee CN 15823 11/1949 retired 1961, scrapped 1962

BUDD RAIL DIESEL CARS



C. Prutton

BC-10		Budd	6319	8/1956	RDC-1	retired 11/2002, sold to Oregon Dept. Transportation
BC-11		Budd	6320	8/1956	RDC-1	retired 11/2002, sold to Oregon Dept. Transportation
BC-12		Budd	6321	8/1956	RDC-1	retired 11/2002, sold to Industrial Rail Service

BCR	Prev #	Builder	B/N	B/D	Model	Notes
BC-14	BC-20	Budd	7003	11/62	RDC-1	ex-SEPTA 9155 12/83, nee Reading 9155 Wrecked 7/2000 retired, sold privately.
BC-15		Budd	6618	2/1957	RDC-1	ex-Via 6102 6/90, exx-CN 6102, nee CN D102 sold to M&B RR.
BC_20		See BC-14				
BC-21		Budd	7004	11/1962	RDC-1	ex-SEPTA 9156 12/83, nee Reading 9156, retired 11/2002 sold to WCRA
BC-22		Budd	7008	12/1962	RDC-1	ex-SEPTA 9160 12/83, nee Reading 9160, wrecked & retired /94
BC-23		Budd	6607	2/1957	RDC-2	ex-Via 6211, exx-Via 9112, nee CP 9112. Retired /95 & blown up at Porteau in episode of X Files.
BC-30		Budd	6508	9/1956	RDC-3	ret. & sold 11/2002 to M&B RR.
BC-31		Budd	6509	9/1956	RDC-3	Wrecked 23/11/73 retired 12/73
BC-31:2		Budd	6302	7/1956	RDC-3	ex-AMT 43 10/76, exx-BN 2350, nee GN 2350. Wrecked 13/04/2001 Retired 11/2002 sold to Oregon Dept Transportation
BC-32		Budd	6510	9/1956	RDC-3	Wrecked at Canim 8/02/60 retired 2/60
BC-33		Budd	6601	12/1956	RDC-3	retired 11/2002 sold to WCRA

DIESEL LOCOMOTIVES



Mark Forseille

S-401	564	MLW	76107	6/1951	Slug (RSC3)	Retired by CN 4/2006
S-402	571	MLW	79123	8/1953	Slug (RS-3)	Retired by CN 7/2007
S-403	577	MLW	81205	12/1955	Slug (RS-3)	Retired by CN 4/ 2006
S-404	560	Alco	80478	5/1953	Slug (RS-3)	nee LSI 1606 Retired by CN 1/2008
S-405	559	Alco	78302	9/1950	Slug (RS-3)	nee LSI 4605 Retired by CN 12/2007
S-406	567	MLW	77698	6/1952	Slug (RSC-3)	Retired by CN 1/2008
S-407	566	MLW	76109	6/1951	Slug (RSC-3)	Retired by CN 11/2007
S-408	573	MLW	81172	12/1954	Slug (RSC-3)	Retired by CN 5/2006
S-409	565	MLW	76108	6/1951	Slug (RSC-3)	Retired by CN 1/2006
S-410	562	MLW	76105	5/1951	Slug (RSC-3)	Retired by CN 11/2007



Mark Forseille

501	1001	MLW	82548	1/1959	S-13	Retired /89 sold to GWWD 8/89
502	1002	MLW	82549	1/1959	S-13	Retired 1/92 sold to VW 827
503	1003	MLW	82550	1/1959	S-13	Retired /89 sold to GWWD 8/89



Claude Prutton

551		GE	29951	6/1948	65Tonner	Sold to MacMillan & Bloedel 1012 6/56 Squamish, BC. Now at WCRA
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BCR	Prev #	Builder	B/N	B/D	Model	Notes
552		GE	30037	2/1949	70Tonner	Retired & scrapped /62
553		GE	30038	2/1949	70Tonner	Sold to S&L 60 6/60
554		GE	30177	6/1949	70Tonner	Sold to GP&P 65 1/65
555		GE	30178	6/1949	70Tonner	Sold to MP&P 555 4/64
556		GE	30440	2/1950	70Tonner	Sold to LOS 1/65
557		GE	30441	2/1950	70Tonner	Sold to WCOF /66



Mark Forseille

559	See S-405					
560	See S-404					
561		MLW	76104	5/1951	RSC-3m	Retired 12/85 sold to WCRA
562	See S-410					
563		MLW	76106	6/1951	RSC-3m	Retired 7/1952
564	See S-401					
565	See S-409					
566	See S-407					
567	See S-406					
568		MLW	77699	6/1952	RSC-3m	Wrecked at Williams Lake 4/84, retired 4/84
569		MLW	79121	7/1953	RS-3	Retired 12/1985
570		MLW	79122	8/1953	RS-3	Scrapped 1948
571	See S-402					
572		MLW	81012	7/1954	RS-3	Wrecked at Moran 11/8/60 retired 8/60
573	See S-408					
574		MLW	81073	12/1954	RS-3	Wrecked at mile 651.5 27/5/79 retired 5/80
575		MLW	81074	12/1954	RS-3	Wrecked at Prince George 20/5/79 retired 5/80
576		MLW	81204	5/1955	RS-3	Scrapped 1998
577	See S-403					
578		MLW	81206	5/1956	RS-3	Retired 12/1985



Douglas Sanford

579		MLW	81537	5/1956	RS-10s	Wrecked at Squamish 22/12/85 Scrapped 1986
580		MLW	81538	5/1956	RS-10s	Retired 12/85 scrapped 12/86
581		MLW	81539	5/1956	RS-10s	Retired 12/85 parts used in 606:2
582		MLW	81540	6/1956	RS-10s	Scrapped 1986
583		MLW	81541	6/1956	RS-10s	Retired 12/85 parts used in 601:2
584		MLW	81542	6/1956	RS-10s	Retired 12/85 scrapped 12/86
585		MLW	81543	6/1956	RS-10s	Retired 12/85 scrapped 12/86

BCR	Prev #	Builder	B/N	B/D	Model	Notes
586		MLW	81544	6/1956	RS-10s	Retired 12/85 sold to Prince George Railway Museum
587	See 601					
588	See 602					
589	See 603					
590	See 604					
591	See 605					
592	See 606					
593	See 607					
594	See 608					
595	See 609					
596	See 610					
597	See 611					
598	See 612					



Mark Forseille

599	See 613					
601	587	MLW	81604	4/1957	RS-11M	Wrecked at Prince George 17/10/83
601:2	583	MLW	81541	6/1956	RS-10su	Later upgraded with CAT engine, retired by CN 8/2005
602	588	MLW	81605	4/1957	RS-11Mu	Later upgraded with CAT engine, retired by CN 9/2004
603	589	MLW	82509	5/1958	RS-11Mu	Later upgraded with CAT engine, retired by CN 11/2004
604	590	MLW	82510	5/1958	RS-11Mu	Later upgraded with CAT engine, retired by CN 1/2008
605	591	MLW	83274	5/1960	RS-18u	Later upgraded with CAT engine, retired by CN 12/2007
606	592	MLW	83275	5/1960	RS-18	Wrecked at mile 474.4 18/6/84
606:2	581	MLW	81539	5/1956	RS-10su	Later upgraded with CAT engine, retired by CN 5/2005



Mark Forseille

607	593	MLW	83276	9/1960	RS-18u	Retired by CN 1/2008
608	594	MLW	83277	9/1960	RS-18u	Retired by CN 1/2006
609	595	MLW	83281	6/1962	RS-18u	Retired by CN 4/2006
610	596	MLW	83282	6/1962	RS-18u	Retired by CN 1/2008
611	597	MLW	83283	6/1962	RS-18u	Retired by CN 5/2006
612	598	MLW	83304	7/1962	RS-18u	Retired by CN 12/2005
613	599	MLW	83305	7/1962	RS-18u	Retired by CN 9/2006
614		MLW	84817	9/1964	RS-18u	Retired by CN 1/2006
615		MLW	84818	9/1964	RS-18u	Retired by CN 9/2007
616	See 627					
617		MLW	84820	9/1964	RS-18u	Retired by CN 2/2008
618		MLW	84821	9/1964	RS-18	Wrecked at Exeter 28/11/79 retired 10/80
619		MLW	84830	2/1965	RS-18u	Retired by CN 6/2007

BCR	Prev #	Builder	B/N	B/D	Model	Notes
620		MLW	84831	2/1965	RS-18u	Retired by CN 6/2007
621		MLW	84832	5/1965	RS-18u	Retired by CN 6/2007
622		MLW	84833	5/1965	RS-18u	Retired by CN 1/2007
623		MLW	84834	5/1965	RS-18u	retired by CN 9/2004
624		MLW	81603	5/1957	RSD-17	ex-CN demo 3899, nee CP demo 7007. To CP 8921
624:2		MLW	84835	5/1965	RS-18u	Retired by CN 12/2005
625		MLW	84836	6/1965	RS-18u	Wrecked 25/11/86 retired 12/86
626		MLW	84872	6/1965	RS-18u	Retired by CN 11/2004
627	616	MLW	84819	9/1964	RS-18u	parts of 616. Retired by CN 1/2006
628		MLW	M3460-01	8/1966	RS-18u	Retired by CN 12/2005
629		MLW	M3460-02	8/1966	RS-18u	Retired by CN 5/2008
630		MLW	M3460-03	8/1966	RS-18u	Retired by CN 3/2008



Mark Forseille

631		Alco	3431-03	1/1966	C420	nee LHR 25, retired & sold 20/12/2001
632		Alco	3631-04	1/1966	C420	nee LHR 26, retired & sold 20/12/2001




Mark Forseille


640		MLW	M6068-01	9/1973	M420	Wrecked mile 104 Takla sub. 30/1/94. retired 12/1995
641		MLW	M6068-02	9/1973	M420	Retired 2/2003, sold to Ontario Southland
642		MLW	M6068-03	9/1973	M420	Retired 1/99 Sold to Genesee Valley 1/99
643		MLW	M6068-04	9/1973	M420	Retired 11/98 Sold to Omnitrax 11/98
644		MLW	M6068-05	10/1973	M420	Retired 2/2003, sold to Ontario Southland
645		MLW	M6068-06	10/1973	M420	Retired /96 Sold to Genesee Valley 3/97
646		MLW	M6068-07	10/1973	M420	Retired 2/2003, sold to Ontario Southland
647		MLW	M6068-08	10/1973	M420	Retired 2/2003, sold to Ontario Southland



Mark Forseille

681		MLW	M6088-01	6/1975	M420B	Retired 11/98 Sold to Omnitrax 11/98
682		MLW	M6088-02	6/1975	M420B	Wrecked at mile 562 16/10/96 retired 2/97
683		MLW	M6088-03	6/1975	M420B	Retired 11/98 Sold to Omnitrax 11/98
684		MLW	M6088-04	7/1975	M420B	Wrecked mile 104 Takla sub. 30/1/94. retired 12/95
685		MLW	M6088-05	7/1975	M420B	Retired 11/98 Sold to Omnitrax 11/98
686		MLW	M6088-06	7/1975	M420B	Wrecked mile 104 Takla sub. 30/1/94. retired 12/95
687		MLW	M6088-07	7/1975	M420B	Wrecked at mile 562 16/10/96 retired 2/97
688		MLW	M6088-08	7/1975	M420B	Wrecked mile 104 Takla sub. 30/1/94. retired 12/95

BCR	Prev #	Builder	B/N	B/D	Model	Notes
						
						Mark Forseille
701		MLW	M6029-01	7/1969	C630M	Retired 5/90 Traded to GE 1990
702		MLW	M6029-02	7/1969	C630M	Retired 10/91 Traded to GE 1991
703		MLW	M6029-03	7/1969	C630M	Retired 6/90 Traded to GE 1990
704		MLW	M6029-04	7/1969	C630M	Retired 6/90 Traded to GE1990

						
						Douglas Sanford
705		MLW	M6044-01	12/1970	M630	Retired 6/90 Traded to GE1990
706		MLW	M6044-02	12/1970	M630	Retired 10/91 Traded to GE 1991 to D&H as DL 3000
707		MLW	M6044-03	12/1970	M630	Retired 6/90 Traded to GE
708		MLW	M6044-04	12/1970	M630	Retired 6/90 Traded to GE
709		MLW	M6044-05	12/1970	M630	Retired 6/90 Traded to GE
710		MLW	M6055-01	12/1971	M630	Retired 11/91 Traded to GE
711		MLW	M6055-02	12/1971	M630	Lost in Seton Lake Mile 154.4 29/2/80. Raised from lake and scrapped
712		MLW	M6055-03	12/1971	M630	Retired 6/90 Traded to GE
713		MLW	M6055-04	12/1971	M630	Retired 5/90 Traded to GE
714		MLW	M6055-05	1/1972	M630	Retired 5/90 Traded to GE
715		MLW	M6055-06	1/1972	M630	Retired 10/91 Traded to GE
716		MLW	M6055-07	1/1972	M630	Retired 6/90 Traded to GE
717		MLW	M6067-01	12/1972	M630	Retired 6/90 Traded to GE
718		MLW	M6067-02	12/1972	M630	Retired 5/90 Traded to GE
719		MLW	M6067-03	12/1972	M630	Retired 11/91 Traded to GE
720		MLW	M6067-04	12/1972	M630	Retired 10/91 Traded to GE
721		MLW	M6067-05	12/1972	M630	Retired 6/90 Traded to GE
722		MLW	M6067-06	12/1972	M630	Retired 6/90 Traded to GE

						
						Mark Forseille
723		MLW	M6074-01	11/1973	M630W	Retired 10/91 Traded to GE
724		MLW	M6074-02	11/1973	M630W	Retired 6/90 Traded to GE
725		MLW	M6074-03	11/1973	M630W	Retired 5/90 Traded to GE
726		MLW	M6074-04	11/1973	M630W	Retired 10/91 Traded to GE
727		MLW	M6074-05	11/1973	M630W	Retired 5/90 Traded to GE
728		MLW	M6074-06	11/1973	M630W	Retired 6/90 Traded to GE
729		MLW	M6074-07	11/1973	M630W	Retired 5/90 Traded to GE
730		MLW	M6074-08	11/1973	M630W	Retired 5/90 Traded to GE

BCR	Prev #	Builder	B/N	B/D	Model	Notes
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736		EMD	776129-1	11/1978	SD40-2	nee KCC 101 10/86 returned to Helm 6204 9/94
737		EMD	776129-2	11/1978	SD40-2	nee KCC 102 10/86 returned to Helm 6205 9/95
738		EMD	776129-3	11/1978	SD40-2	nee KCC 103 10/86 returned to Helm 6206 9/94
739		EMD	776129-4	11/1978	SD40-2	nee KCC 104 10/86 returned to Helm 6207 9/95
740		EMD	776129-5	11/1978	SD40-2	nee KCC 105 10/86 returned to Helm 6208 9/95
741		EMD	776129-6	11/1978	SD40-2	nee KCC 106 10/86 returned to Helm 6209 9/94
742		EMD	776129-7	11/1978	SD40-2	nee KCC 107 10/86 returned to Helm 6210 9/95
743		EMD	786246-1	9/1979	SD40-2	ex-O&W 9950 5/87 retired by CN 3/2009
744		EMD	786246-2	9/1979	SD40-2	ex-O&W 9951 5/87 retired 3/2003
745		EMD	786246-3	9/1979	SD40-2	ex-O&W 9952 5/87 retired 3/2003
746		EMD	786246-4	9/1979	SD40-2	ex-O&W 9953 5/87 retired by CN 3/2009
747		EMD	786246-5	9/1979	SD40-2	ex-O&W 9954 5/87 retired by CN 3/2009
748		EMD	786246-6	9/1979	SD40-2	ex-O&W 9955 5/87 retired 9/2003 sold to GECX
749		EMD	786246-7	9/1979	SD40-2	ex-O&W 9956 5/87 retired 3/2003 sold to GECX
750		EMD	786246-8	9/1979	SD40-2	ex-O&W 9957 5/87 retired by CN 3/2009
751		GMD	A3945	9/1980	SD40-2	Retired by CN 3/2009
752		GMD	A3946	9/1980	SD40-2	Retired by CN 2/2009
753		GMD	A3947	9/1980	SD40-2	Retired 3/2003 sold to GECX
754		GMD	A3948	9/1980	SD40-2	Retired 4/2009 sold
755		GMD	A3849	9/1980	SD40-2	Wrecked at mile 474.4 Chetwynd Sub. 18/6/84 retired 11/84 sold to GMD
756		GMD	A3950	9/1980	SD40-2	Retired 3/2003 sold to GECX
757		GMD	A3951	9/1980	SD40-2	Retired 3/2003 sold to GECX
758		GMD	A3952	9/1980	SD40-2	Retired by CN 10/2007
759		GMD	A3953	9/1980	SD40-2	Retired by CN 3/2009
760		GMD	A3954	9/1980	SD40-2	Wrecked at mile 474.4 Chetwynd Sub. 18/6/84 retired 11/84 sold to GMD
761		GMD	A3955	9/1980	SD40-2	Retired 3/2003 sold to Western Rails
762		GMD	A3956	9/1980	SD40-2	Retired by CN 3/2009
763		GMD	A4497	7/1985	SD40-2	Retired by CN 3/2009
764		GMD	A4498	7/1985	SD40-2	Retired by CN 3/2009
765		GMD	A4499	7/1985	SD40-2	Retired by CN 3/2009
766		GMD	A4500	7/1985	SD40-2	Retired by CN 3/2009
767		GMD	A4501	7/1985	SD40-2	Retired by CN 4/2009



Claude Prutton

800	808	Alco	3392-08	10/1964	C425	nee EL 2458 4/76, 808 wrecked at mile 154.4 29/2/80 salvaged & retired 12/90
801		Alco	3392-01	10/1964	C425	nee EL 2451 4/76 Retired 6/88

BCR	Prev #	Builder	B/N	B/D	Model	Notes
802		Alco	3392-02	10/1964	C425	nee EL 2452 4/76 Retired 7/93 Sold to Delaware Lackawanna 7/93
803		Alco	3392-03	10/1964	C425	nee EL 2453 4/76 retired 9/92 Sold to Mohawk & Adirondack 9/92
804		Alco	3392-04	10/1964	C425	nee EL 2454 4/76 Retired 4/91 Sold to Mohawk & Adirondack 4/91
805		Alco	3392-05	10/1964	C425	nee EL 2455 4/76 Retired 4/91 Sold to Mohawk & Adirondack 4/91
806		Alco	3392-06	10/1964	C425	nee EL 2456 4/76 Retired 4/91 Sold to Mohawk & Adirondack 4/91
807		Alco	3392-07	10/1964	C425	nee EL 2457 4/76 Electrical fire Retired 12/86
808	See 800					
809		Alco	3392-08	10/1964	C425	nee EL 2459 4/76 Retired 11/90
810		Alco	3392-09	10/1964	C425	nee EL 2460 4/76 Wrecked at Squamish 22/12/85. Retired 12/85
811		Alco	3392-10	10/1964	C425	nee EL 2461 4/76 Retired 7/93 Sold to Delaware Lackawanna 7/93
812		Alco	3392-11	10/1964	C425	nee EL 2462 4/76 Retired 12/90
1001	See 501					
1002	See 502					
1003	See 503					
1004		FM	10L174	5/1949	H10-44	ex-ALX D-1 nee CLC D-1 Retired 8/75 Sold for scrap 11/75
1700		GE	45467	11/1987	B39-8E	In storage



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3601	7484	GE	43130	11/1980	B36-7	nee ATSF 7484 retired by CN 8/2004
3602	7485	GE	43131	11/1980	B36-7	nee ATSF 7485 retired 3/2003 sold to NRE
3603	7486	GE	43132	11/1980	B36-7	nee ATSF 7486 retired 3/2003 sold to NRE
3604	7487	GE	43133	11/1980	B36-7	nee ATSF 7487 retired by CN 1/2006
3607	7490	GE	43136	11/1980	B36-7	nee ATSF 7490 retired by CN 10/2005
3608	7491	GE	43137	11/1980	B36-7	nee ATSF 7491 retired by CN 8/2004
3609	7492	GE	43138	11/1980	B36-7	nee ATSF 7492 retired by CN 5/2006
3610	7493	GE	43139	11/1980	B36-7	nee ATSF 7493 retired 3/2003 sold to NRE
3611	7494	GE	43140	11/1980	B36-7	nee ATSF 7494 retired by CN 5/2006
3612	7495	GE	43141	11/1980	B36-7	nee ATSF 7495 retired by CN 4/2006
3613	7496	GE	43142	11/1980	B36-7	nee ATSF 7496 retired by CN 9/2004
3616	7499	GE	43145	11/1980	B36-7	nee ATSF 7499 retired by CN 8/2004



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3621		GE	41627	11/1977	C30-7u	ex-HLCX 6701 nee CR 6601 retired by CN 8/2004
3622		GE	41629	11/1977	C30-7u	ex-HLCX 6703 nee CR 6603 retired by CN 8/2004
3623		GE	41634	11/1977	C30-7u	ex-HLCX 6708 nee CR 6608 retired by CN 2/2005

BCR	Prev #	Builder	B/N	B/D	Model	Notes
3624		GE	41635	11/1977	C30-7u	ex-HLCX 6709 nee CR 6609 retired by CN 1/2005
3625		GE	41633	11/1977	C30-7u	ex-HLCX 6707 nee CR 6607 retired by CN 10/2004
3626		GE	41631	11/1977	C30-7u	ex-HLCX 6705 nee CR 6605 retired by CN 8/2004



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3901		GE	45654	7/1988	B39-8E	In storage
3902		GE	43655	7/1988	B39-8E	In storage
3903		GE	45723	12/1988	Dash 8-40	In storage
3904		GE	45464	10/1987	B39-8E	In storage
3905		GE	45483	3/1988	B39-8E	In storage
3906		GE	45425	12/1987	B39-8E	In storage
3907		GE	45435	11/1987	B39-8E	In storage
3908		GE	45458	10/1987	B39-8E	In storage
3909		GE	45465	10/1987	B39-8E	In storage
3910		GE	45468	10/1987	B39-8E	In storage
3911		GE	45475	11/1987	B39-8E	Retired



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4601		GE	46296	4/1990	Dash 8-40CMu	In service
4602		GE	46297	4/1990	Dash 8-40CMu	In service
4603		GE	46298	4/1990	Dash 8-40CMu	In service
4604		GE	46299	4/1990	Dash 8-40CMu	In service
4605		GE	46300	4/1990	Dash 8-40CMu	In service
4606		GE	46301	4/1990	Dash 8-40CMu	In service
4607		GE	46302	4/1990	Dash 8-40CMu	In service
4608		GE	46303	4/1990	Dash 8-40CMu	In service
4609		GE	46304	4/1990	Dash 8-40CMu	In service
4610		GE	46305	4/1990	Dash 8-40CMu	In service
4611		GE	46306	4/1990	Dash 8-40CMu	In service
4612		GE	46307	4/1990	Dash 8-40CMu	In service
4613		GE	46308	4/1990	Dash 8-40CMu	In service
4614		GE	46309	4/1990	Dash 8-40CMu	In service
4615		GE	46310	4/1990	Dash 8-40CMu	In service, in CN colours
4616		GE	46311	4/1990	Dash 8-40CMu	In service
4617		GE	46312	4/1990	Dash 8-40CMu	In service
4618		GE	46313	4/1990	Dash 8-40CMu	In service, in CN colours
4619		GE	46314	4/1990	Dash 8-40CMu	In service
4620		GE	46315	4/1990	Dash 8-40CMu	In service
4621		GE	46316	4/1990	Dash 8-40CMu	In service

BCR	Prev #	Builder	B/N	B/D	Model	Notes
4622		GE	46317	4/1990	Dash 8-40CMu	In service
4623		GE	47180	4/1993	Dash 8-40CMu	In service
4624		GE	47181	4/1993	Dash 8-40CMu	In service
4625		GE	47182	4/1993	Dash 8-40CMu	In service
4626		GE	47183	4/1993	Dash 8-40CMu	In service



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4641		GE	48468	4/1995	Dash 9-44CWL	In service, in CN colours
4642		GE	48469	4/1995	Dash 9-44CWL	In service
4643		GE	48470	4/1995	Dash 9-44CWL	In service
4644		GE	48471	4/1995	Dash 9-44CWL	In service
4645		GE	52602	8/2000	Dash 9-44CW	In service
4646		GE	52603	8/2000	Dash 9-44CWL	In service
4647		GE	52604	8/2000	Dash 9-44CW	In service
4648		GE	52605	8/2000	Dash 9-44CW	In service
4649		GE	52606	8/2000	Dash 9-44CW	In service
4650		GE	52607	9/2000	Dash 9-44CW	In service
4651		GE	52608	9/2000	Dash 9-44CW	In service
4652		GE	52609	9/2000	Dash 9-44CW	In service
4653		GE	52610	9/2000	Dash 9-44CW	In service
4654		GE	52611	9/2000	Dash 9-44CW	In service



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6001		GMD	A4340	11/1983	GF6C	retired 10/2004 returned to lessor 1/2004
6002		GMD	A4341	11/1983	GF6C	retired 10/2004 returned to lessor 1/2004
6003		GMD	A4342	12/1983	GF6C	retired 10/2004 returned to lessor 1/2004
6004		GMD	A4343	12/1983	GF6C	retired 10/2004 returned to lessor 1/2004
6005		GMD	A4344	12/1983	GF6C	retired 10/2004 returned to lessor 1/2004
6006		GMD	A4345	12/1983	GF6C	retired 10/2004 returned to lessor 1/2004
6007		GMD	A4346	12/1983	GF6C	retired 10/2004 returned to lessor 1/2004
7484	See 3601					
7485	See 3602					
7486	See 3603					
7487	See 3604					
7488		GE	43134	11/1980	B36-7	nee ATSF 7488 retired 3/2003 sold to NRE
7489		GE	43135	10/1980	B36-7	nee ATSF 7489 retired 3/2003 sold to NRE
7490	See 3607					
7491	See 3608					

BCR	Prev #	Builder	B/N	B/D	Model	Notes
7492	See 3609					
7493	See 3610					
7494	See 3611					
7495	See 3612					
7496	See 3613					
7497		GE	43143	11/1980	B36-7	nee ATSF 7497 Wrecked at mile 562 16/10/96 retired 2/97
7498		GE	43144	11/1980	B36-7	nee ATSF 7498 retired 3/2003 sold to NRE
7499	See 3616					

BUILDERS LEGEND

- BLW is Baldwin Locomotive Works
- CLC is Canadian Locomotive Company
- DLW is Davenport Locomotive Works
- FM is Fairbanks Morse
- GE is General Electric
- H-S is Hall-Scott
- MLW is Montreal Locomotive Works
- MW is Manning Wardle of England
- OC is Ottawa Car
- WIW is Westminster Iron Works

BC Rail taken over by CN on July 15, 2004
 Data last updated: 2011/10/18

BACK COVER TOP: Ushering in a new era in dieseldom on the PGE are brand new M630's 713 and 712 on the shop track, at CPR's St Luc diesel shop in Montreal, Quebec in December 1971. Nos. 713 and 712 have just been delivered from Montreal Locomotive Works and will be worked west on transcontinental CPR freights for transfer to the PGE at North Vancouver. Stan J. Smaill.

HAUT DE LA PAGE COUVERTURE ARRIÈRE : Les locomotives flambant neuves PGE M630 nos 713 et 712 font leur entrées parmi les diesels sur une voie des ateliers Saint-Luc du CPR à Montréal, Québec, en décembre 1971. Elles arrivent tout juste de la Montreal Locomotive Works et seront affectées dans l'Ouest sur les trains transcontinentaux de marchandises du CPR pour le transit sur le PGE à Vancouver-Nord. Stan J. Smaill.

BACK COVER BOTTOM: General Electric Dash 8-40CMu 4619 is heading up a colourful main line train at Lone Butte, British Columbia on August 28, 1990. Glenn Courtney, CRHA Archives, Fonds Bury BCR1-106.

BAS DE LA PAGE COUVERTURE ARRIÈRE : Une locomotive Dash 8-40CMu no 4619, construite par General Electric, est en tête d'un train coloré de ligne principale à Lone Butte, Colombie-Britannique en ce 28 août 1990. Glenn Courtney, Fonds Bury, Archives ACHF, BCR1-106.

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