



# THE WCR PRESS

VOLUNTEER & STAFF EDITION



Issue No. 1 - Sunday, March 29, 2020

## FIRST EDITION

On behalf of the WCR management team, we would like to introduce you to the first issue of the WCR News. During this time of uncertainty, the WCR News is our effort to keep everyone informed on what is taking place behind the scenes as well as our preparations for this season. It will also provide information we hope is of interest to you relating to the Waterloo Central Railway currently, as well as to its history.

During our temporary shutdown, and to provide a single voice for the organization, this will come from the General Manager's email address. Once the 2020 operating season gets underway, WCR News will continue periodically through an email blast to all volunteers. Although currently it is coming from the General Manager, it is a group effort of the WCR team with contributions from numerous volunteers and staff.

We have a great deal to share with you and will hopefully be doing this weekly until we get up and running again. If you have questions that we can address in future issues, please do not hesitate to get in touch.

### Adding A Bit of Colour

A long sought-after goal of the WCR and SOLRS was a common colour scheme for all WCR diesel locomotives. This was brought to fruition during the summer of 2019 by our master painter Grant Scheifele who led his team painting 6593 back into its original CPR tuscan and grey colour scheme.

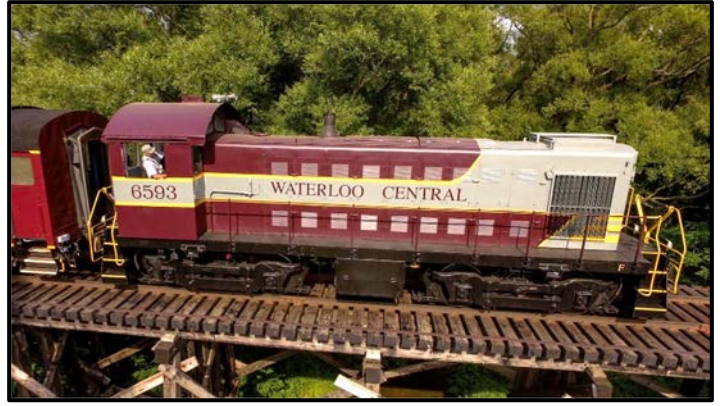
Grant's work has been the key to the rebranding of our railway with a consistent and heritage-oriented image. To say that Grant's work is breathtaking is an understatement as these photos attest.





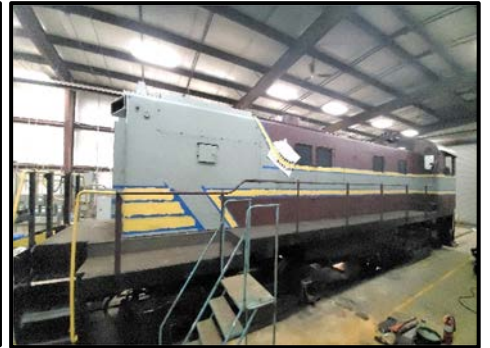


*Before*



*After*

Not one to rest on his laurels Grant repeated his magic touch this winter repainting No. 501 into the same heritage CPR colour scheme. When completed it was renumbered to its original Pacific Great Eastern road number 1001 complete with new number glasses and WCR lettering.



*Before*



*After*



Grant and his team are currently working to give No. 502 similar treatment, including renumbering it to 1002, its original PGE number. Stay tuned for more on this locomotive and photos of his progress transforming it into another rolling work of art.



## New WCR Website

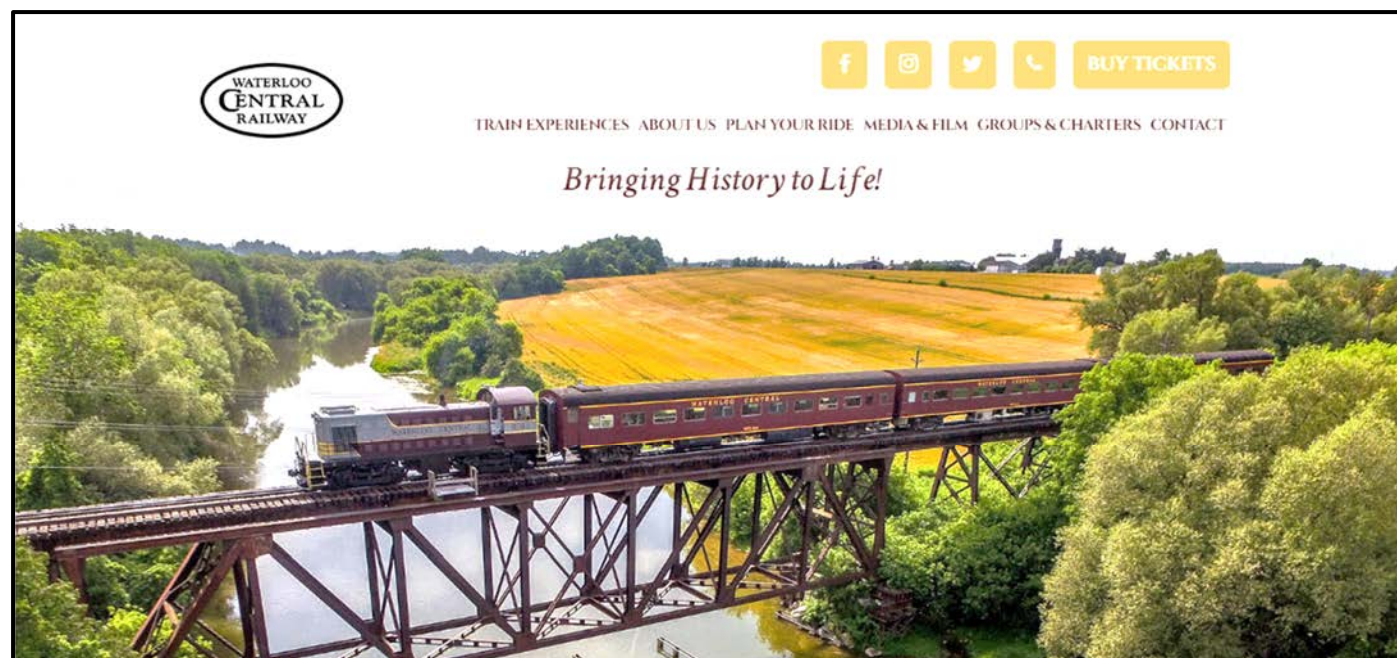
We previously announced the launch of our completely new WCR website but would like to take this opportunity in our newsletter to thank Beverly Brenneman, our Marketing and Communications Manager, for the amazing work she did in finding a new web developer and getting the site up and running in a matter of weeks.

Beverly started this site from scratch based on the combined visions of many within the WCR. Along with Beverly, I would like to thank Greg McDonnell for the countless hours of proofreading and providing text, comments, knowledge, and ideas along with the assistance of Mathew Schilling, Anna Schnarr, and Russ Deacon. This truly was a group effort led by Beverly.

We would also like to thank Brenda Lee at Cryodragon who created the site for us and accomplished it in record time.

The next step is going live with the new Etix on-line ticketing platform which should be ready shortly. The full launch must wait until we can determine when our trains will be running again.

Please go to [www.waterloocentralrailway.com](http://www.waterloocentralrailway.com) to visit our new website.



## No. 9 Steam Locomotive Update

First, I trust all of you and your families are well and keeping safe through these troubling times.

Before we shut down good progress was made on refurbishing the air cylinder on the firehole door. Modifications made to lubrication lines to the cylinders allowing for more positive lubrication. One valve chest cover was removed, and the valves inspected, all looked good.



Irvon has designed a boiler heating system to keep the boiler warm during shutdowns in the shop. A small natural gas boiler has been installed; we just need to have the gas hooked up when we re-open. This will keep the boiler just below boiling point and help stop any corrosion.

I have the mechanical lubricator at my home shop, giving a good clean & replacing the glycerin in lubrication sight glasses. The water gauge glass was sent out prior to shut down for an overhaul. Jim Arnott has acquired new try cocks which again will be installed later.

We did send the brake stand and distribution valve to Red River Air Brake Co. in Winnipeg. They are refurbishing and have advised that the distribution valve was in very bad shape and hence our problems with the valve when braking.

Keep safe, Irvon Weber & Dave Banks



## Training Update

During 2020 we will be offering several hands-on training days. These will be run with the help of our volunteers who have railway experience. The goal of the training is to continue to maintain our high safety standards with additional focus on standardization and an enhanced passenger experience. Due to the extended shutdown, it is even more important to refresh our skills before we again start to operate the railway equipment. We will not be operating these training days until it is safe to do so as instructed by Public Health. More updates on training dates will follow once we have a handle on when operations are expected to resume.



In addition to the hands-on training, we are also developing a Volunteer Portal. This portal will allow access to all our training documentation as well as provide an Online Learning section. The training portal will also be used to keep track of certification and qualification dates such that volunteers will be alerted well before an expiration due date so that requalification can be done before expiration.

Eventually the goal will be to use this portal as a single sign on for all aspects of volunteering including train signups, training run tracking, and even generating the crew call. More updates to follow as the portal development progresses. If you are interested in helping to test the new system, please reach out to Russ Deacon.

We are also planning a practical training day for Trainman when we get rolling. We really want to up our game this year and present a very professional image at all levels.

Thanks, Dave Banks & Russ Deacon



## The WCR Power Bureau – Keeping the Fleet Running



Over the past half year, we had the pleasure working with and learning from Norm Gelinas who retired several years ago from CP as Locomotive Specialist.

An old friend of Greg McDonnell, Norm was persuaded to come out and share his experience with us. It is in no small part due to Norm that our fleet is operating safely, efficiently, and current to Transport Canada requirements.



Many of you who are regulars at the shop know Norm as a familiar figure and it is not only his amazing knowledge and expertise that stand out but also his willingness to share this knowledge and teach the rest of us what he has learned over a long career on the railway.

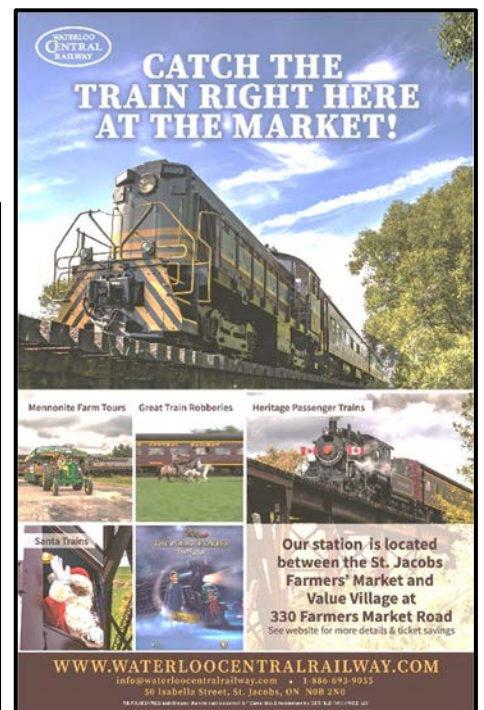
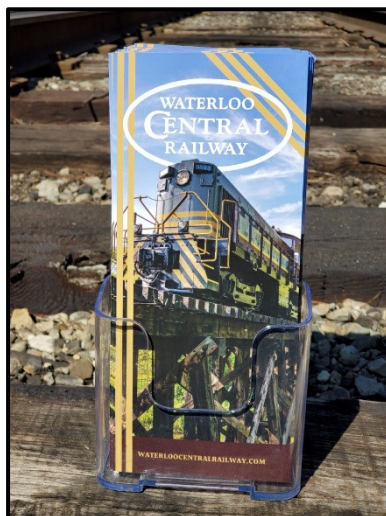
Thank you very much Norm from all of us at the WCR.

We cannot mention the shop without kudos to our Shop Foreman Matthew Schilling who keeps the shop running and trains moving. Matthew is the one constant in our organization being our very own energizer bunny. Thank you very much to Matthew as well.

## New Tickets & Posters

This year will see us relaunching all aspects of our promotions, tickets and schedules. Beverly is hard at work to accomplish this important business.

Our new pamphlet and tickets are displayed here.





## An Interesting Winter and Spring – Drifts & Beavers!

Overall winter in Waterloo Region with very few exceptions has been relatively mild. There were a few windy days in early March which led to heavy drifting in the usual spots but particularly just north of Hawkesville Road at Mile 8.12. Over the night of Monday, March 3<sup>rd</sup>, CN 566 on its late-night trip to Elmira became bogged down in a drift almost a quarter of a mile in length and in places 10 to 15 feet deep.



They almost made it out but came to a halt just south of Township Road 24, Mile 8.70. Heavy equipment was called in on Tuesday to dig the train out. The train resumed its trip to Elmira that evening.

In many areas of Ontario spring brings along maple syrup but another rite of passage is beaver dams which is a yearly event for us.

This year the beaver dam just north of Randall Drive Mile 5.15 in Waterloo required the Region to move in with heavy equipment to break open a portion of the dam as the water was building up to the point it could possibly wash over the rails with a heavy rain.



The dam was opened, and the water has receded in depth by about 3 feet.



## WCR History

### The Acquisition of Diesel Locomotive 6593

This edition's historical narrative focuses on our diesel locomotive former CPR S-3 6593. This locomotive came to us in June of 2012 from the National Research Council in Ottawa where it had been used as the facility switcher after being donated to them by CP on October 29, 1986.



*6593 in its original CPR Colour scheme as built in 1957*



*6593 in its last CP colour scheme before retirement*

This locomotive was built by the Montreal Locomotive Works in August 1957 with serial number 82179. Upon delivery to CP it was first assigned to Quebec after which it made its way to Ontario having worked at John Street Roundhouse in Toronto, Windsor, and Quebec Street in London. It was the last active 539-powered locomotive on CP and officially retired on October 29, 1986.



*6593 leaving Ottawa on a flat car*



*6593 being removed by 4 cranes in the Kitchener rail yard*



We came upon this locomotive as a result of a tip by Greg McDonnell who made us aware it was on the Crown Assets website. The rest is history and we were able to purchase it for \$1000 on March 14, 2012.

Carson Wiebe arranged for the rigging and craning at both ends of the journey and it arrived in the GEXR yard on June 17, 2012 where it was removed by crane from QTTX 131039 and taken on its own wheels to our shop in St. Jacobs.

It was repainted in CP-style Tuscan and grey at our St. Jacobs Maintenance and Restoration facility in 2019.



*6593 as it is now in Waterloo Central Railway colours & lettering*

## Local Retrospective

In each edition we plan on showcasing photographs of local railway activity from previous generations primarily on the Waterloo Spur during its original days with CN but also the main line where it connects with the Guelph Sub. Also included will be the Grand River Railway in Waterloo where Father David Bauer Drive is now along with their operations in Kitchener. If you have any photographs from this era you would like to share, please send them along.



**Can this be 45 years ago!!!!**

*On February 13, 1975 CN way freight No. 456 that ran from Stratford to Toronto makes a side trip to Elmira with CN GP-9 4567, one tank car and a van.*

*Heading north from the Village of St. Jacobs approaching Hawkesville Road making it through a substantial drift.*

*Photo taken by Greg McDonnell.*





Winter in the mid-70's. CNR Plow Extra 4583 East at the Kitchener Station before heading east to Guelph. On the return trip it headed north on the Waterloo Spur to plow the tracks to Elmira. This train originated and ended in Stratford.





## COVID-19 Update

We will be evaluating as promised the operational state of the shop on April 6<sup>th</sup> but given the on-going concerns related to the COVID-19 pandemic and the directives by the health authorities I would expect the shop will remain closed for the foreseeable future. This is a very serious situation facing our society in general and we need to play our part. The shop is inspected every day for security reasons, and it will also be closed to late April at the earliest before we can get a sense of when rail operation of our trains will commence for the season. When that does occur, we will be ready to go.

If you have any questions, please get in touch and we will do our best to answer you. As well if you have any interesting stories or articles for this newsletter please send them along.

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On behalf of the Board of Directors of SOLRS and the WCR Management Team we hope you and your families are safe and healthy during this time of uncertainty and thank you for your continuing interest. We look forward to the time when this is a memory and we are all doing again what we love and enjoy.

### Southern Ontario Locomotive Restoration Society

- President – Norm Etheridge
- Vice-President – Dave Banks
- Secretary – John Vieth
- Director – Aaron Schnarr
- Director – Irvon Weber
- Director – Chris Corrigan

### Waterloo Central Railway

- General Manager – Peter McGough
- Assistant General Manager – Greg McDonnell
- Marketing & Communications Manager – Beverly Brenneman
- Shop Foreman, Train Crew Scheduling & Volunteer Coordinator – Matthew Schilling
- Steam Team Manager – Irvon Weber
- Assistant Steam Team Manager – Dave Banks
- Manager of Safety Systems – Kim Martin
- Manager of Training – Dave Banks
- Assistant Manager of Training – Russ Deacon
- Ticketing & Customer Service – Anna Schnarr
- Accounts Payable & Bookkeeping – Claudia Dauria
- Systems Analysis – Ebu Siren
- Honourary Chief Mechanical Officer – Norm Gelinas
- Honourary Master Painter – Grant Scheifele
- Honourary Master Carpenter – Brian Ray

This issue compiled by Greg McDonnell, Beverly Brenneman, Matthew Schilling, Dave Banks, Russ Deacon, Irvon Weber and Peter McGough with contributions by Matthew Whitley.



#### OUR ORGANIZATION

The Waterloo Central Railway is owned and operated by the Southern Ontario Locomotive Restoration Society; a non-profit charitable organization made up of largely volunteers dedicated to the preservation, restoration, and operation of vintage & historic railway equipment. The Waterloo Central Railway is a licensed shortline railway under Shortline Railway Act of Ontario.