



# THE WCR PRESS

VOLUNTEER & STAFF EDITION



Issue No. 3 - Sunday, April 19, 2020

## ***THIRD EDITION***

Welcome back to the continually evolving WCR Press. Behind the scenes we are planning for when our trains can begin to operate again but also implement a plan where our passengers and visitors feel safe travelling with us.

Through the WCR Press we continue to showcase some of the initiatives being undertaken to achieve that goal and thank you for your patience until we reach that goal.

If you have questions that we can address in future issues, please do not hesitate to get in touch.



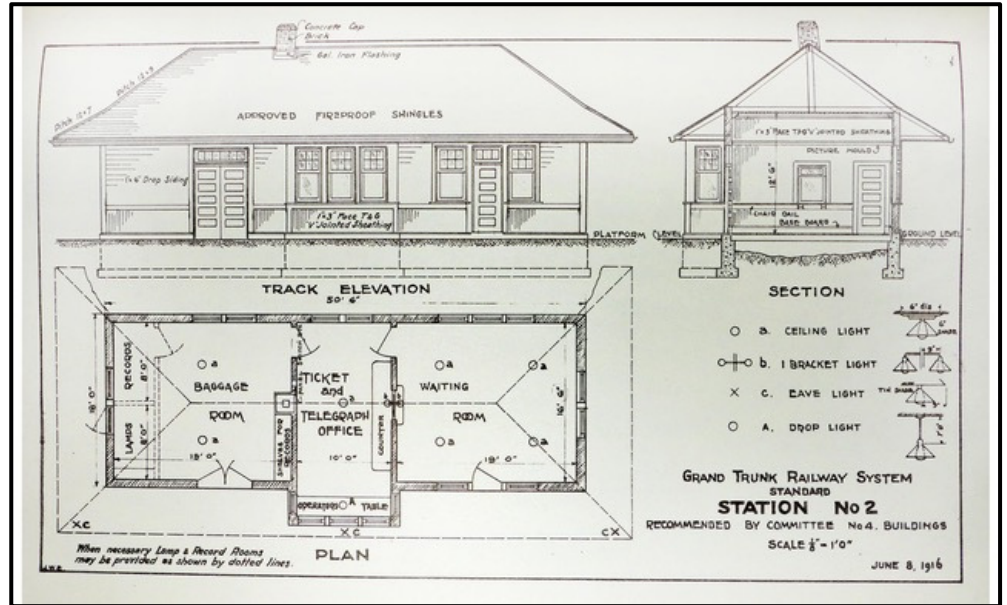
*No. 9 resplendent in her new colours heading south from Elmira to St. Jacobs on a beautiful Simcoe Day afternoon, Monday, August 7, 2019. Photo taken by Greg McDonnell.*



## A New Cornerstone in St. Jacobs

In the last issue we outlined plans for several changes at our various stations along with refurbished passenger shelters and a proposed new station at the Farmers Market.

Many heritage railway passenger operations seem to have one thing in common and that is a railway station to act as a centrepiece and focal point for passengers and visitors to their operation. While we enjoy and prize our Maintenance and Restoration Facility in St. Jacobs, we do not have that focal point other similar operations enjoy.



We are developing plans to correct this and envision a Village of St. Jacobs Station to act as the centre piece for our visitors and passengers based on railway station designs of yesteryear. As the Waterloo Spur was at one time a Grand Trunk Railway subdivision, we must thank Jim Brown for providing us with GTR building plans from 1918. Because of this we found a design that will work well for us in both design and size.

Above is the original GTR drawing we will be using for a Village of St. Jacobs Station. We are again fortunate to have Laura Deacon developing blueprints for us that would allow us to move forward with costing and building estimates. This project is some way down the road for us but is part of our projected plans and objectives for the next 10 years.



*These two images are of similar GTR stations built in southern Ontario of the same vintage and size of the structure we envision. The style is very similar both being board and batten construction.*

## Volunteer Updates – Matthew Schilling

Hello All, I hope everyone is safe and healthy at home. We have been working in the background updating our checklists and inspection sheets, along with going over the procedures for inspecting our equipment daily, which everyone will have a chance to see at our season start training day! Due to the unpredictability of current world events, no date has yet been set. I hope to see you all soon and stay safe!

## WCR History – MLW Steam Locomotive No. 9 – Dave Banks

### A Few Facts About No. 9

- Built February 1923 at Montreal Locomotive Works.
- Standard 0-6-0 ALCO (MLW) Switcher model 146.
- Built for Essex Terminal Railway Co. In Windsor Ontario, shop order number Q314.
- Weight of Engine & Tender in running order 245,000Lbs.
- Tractive Effort 31500 Lbs.
- 1400 horsepower.
- Walschaerts valve gear.
- Overall length is 55 feet.
- Driving Wheel diameter is 51”.
- Boiler operates at 180 psi (superheated steam), shell temperature 375 degrees F.
- Tender has capacity for 8 tons of coal and 3000 gallons of water.
- Last major service – St. Thomas, Ontario 1956.
- Taken out of service by the Essex Terminal Railway in 1960.
- Used to supply steam heat to maintenance shop until 1963.
- Stored in Windsor, Ontario until 1971.
- Moved to Milton by the Ontario Rail Association 1971 and stored until 1985.



- Leased to SOLRS April 1986 and became the property of SOLRS after that.
- Moved to Jarvis Hydro plant in of July 1986, disassembled in November 1988.
- Moved to St. Thomas for restoration and assembly in December 1993 by Don Broadbear and colleagues.
- TSSA certified and operated under its own power on October 7, 1997.
- Restored and returned to service as tourist train in June 1998
- Moved to St. Jacobs, Ontario in June 2007 where it currently resides and operates as one of only three operational steam locomotives in Canada.

### Are You Curious About No. 9 – Some Questions & Answers



**Q-Where do you get your coal?**

*A-From a coal mine in Pennsylvania that has suitable steam coal*

**Q-How much coal and water do you use in a day?**

*A-On a typical day of 3 round trips we use approximately 2 tons of coal and 2500 gallons of water.*



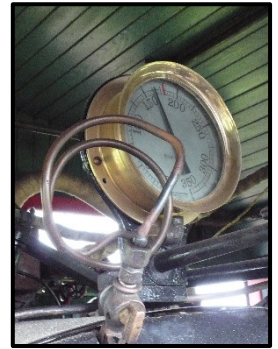


**Q-How long does it take to make steam?**

*A-About 5 hours from lighting fire, dependent on outside temperature or if it ran the day before would be less.*

**Q-How fast does it go?**

*A- In service, the maximum speed would have been about 30 mph, however on the Waterloo Spur we are limited to 10 mph*



**Q- How do you get steam license?**

*A- You have to take a steam course approved by TSSA, pass their exam and do practical work on a boiler, traction engine or locomotive for 160 hours of which a minimum of 50% has to be with the boiler in steam and operating under the guidance of a person holding a TSSA license.*

**Q- Do you have to have the boiler inspected?**

*A- Yes, every year it is inspected by TSSA alternate years a hydraulic test and then a visual inspection outside and in the firebox. Every 10 years a full inspection where all the ancillary equipment and boiler cladding is taken off and thickness readings taken over the boiler and firebox.*



**Q-How many people does it take to operate.**

*A - Traditionally 2, an engineer and a fireman, although many times we have a trainee fireman or engineer on board.*



**Q- How many people does it take to maintain No. 9?**

*A- We have a team of people doing the maintenance. It requires maintenance and inspections after every run. The volunteers spend thousands of hours annually in maintenance & restoration.*



**Q- Why did diesels take over?**

*A- Steam engines are very high maintenance, after WWII labour rates increased and the availability of cheaper diesel fuel and lower daily maintenance spelled the end of the steam era.*



**Q- What makes the Choo-Choo sound?**

*A-That sound comes from the exhaust steam from the cylinders being pushed up the blast pipe and out the chimney.*

**Q- Are the headlights kerosene lamps?**

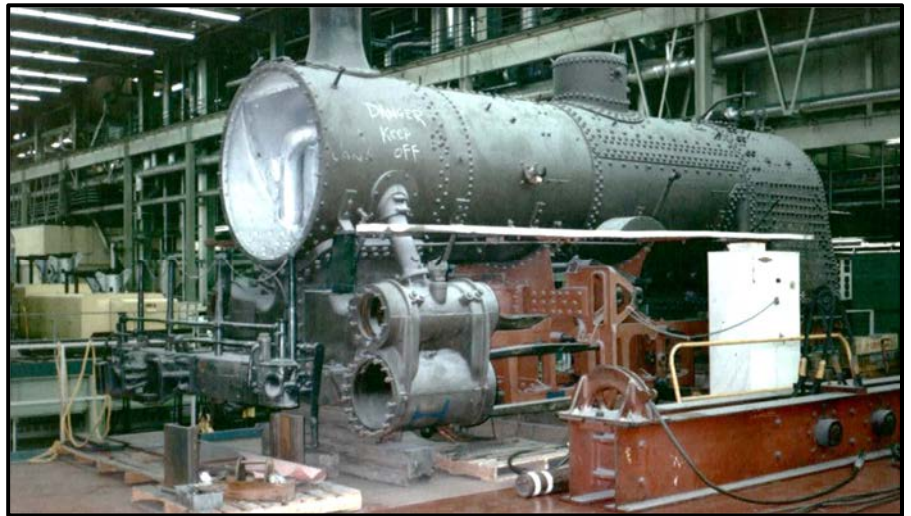


*A – The headlights are electric, and the electricity is generated for a steam dyno just behind the chimney.*



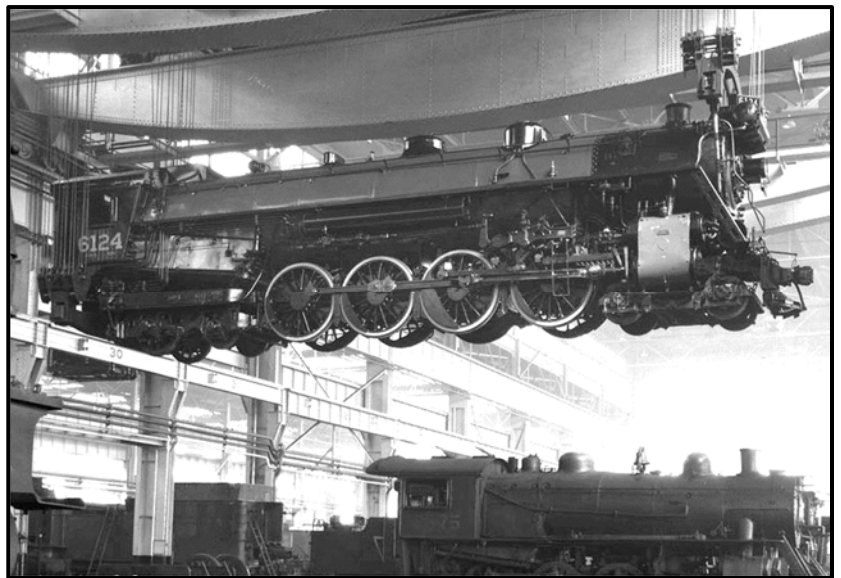
**Q- Is the boiler welded?**

*A-In the early days there was no welding available, the boilers were all riveted by hand very ingenious design engineering but very labour intensive.*



**Q- How long did it take to build a locomotive?**

*A- In the hay day of steam, a locomotive could be built in as little as one week. A n average locomotive could have well over 2500 parts depending on its size.*



## And Now You Know – Norm Gelinas

### Railway Safety Rules

What's involved in operating a safe Railway?

Let's take a look!

Does anyone know the following?

1. Rule: Article 31
2. SMS Plan
3. How many kilometers of track laid end to end across Canada?
4. Rule: Article 36
5. TC 0-0-16
6. Railway Safety Act



We all go into the shop to work on a project: The No. 9 Steamer, a passenger car or locomotive, painting a locomotive or to one of many carpentry jobs on the go.

How many of you are aware of or understand what is involved from a Regulatory perspective in running a safe, efficient and environmentally responsible Railway Operations?

### Regulatory:

The Government of Canada endorsed a governing body known as Transport Canada. Their function was to ensure the safety of all railways across the country (Railway Safety Act). To do this they were given the legislative power and tools to document and integrate safety rules, regulations, policies and acts that legally enabled them to Regulate and Monitor Railways nationwide.

### A list of some of TC Rules and Regulations governing Railway Operations:

- Railway Locomotive Inspection & Safety Rules
- Railway Passenger Car Inspection & Safety Rules
- Railway Passenger Handling Safety Rules (TC 0-0-16)
- Railway Freight and Passenger Train Brake Inspection Safety Rules
- SMS Regulation (Safety Management System)

### What is SMS (Safety Management System)?

Transport Canada wanted railways to improve on rail safety performance so in 2001 they added an extra layer of safety and compliance and called it SMS (Safety System Management as per Railway Safety Management System Regulations, 2015 (SOR/2015-26).

1. It starts from the top of the organization, the General Manager, who selects a safety-oriented team to develop the framework.
2. It is the highest level of safety recorded in the day-to-day operation of the railway.
3. It is part of the organizations culture and the way people go about doing their work.
4. It must address risk assessment, compliance with rules, regulations and procedures, and for continuous safety improvement.
5. It is subject to reviews and audits.





## Where WCR fits in

In some areas the WCR operates under an exemption from Transport Canada as a Tourist Excursion Train (Article: 31 and 36 of various Rules). This exemption is followed by restrictions. Trains must travel less than 150km/day round trip and not exceeding 25mph.

However, because WCR now becomes excluded from most of the rules, they are still regulated and monitored by TC watchful eye and therefore must be conversant and compliant with the rules, refer to them and use them as a guide during all their equipment safety inspections and daily operations.

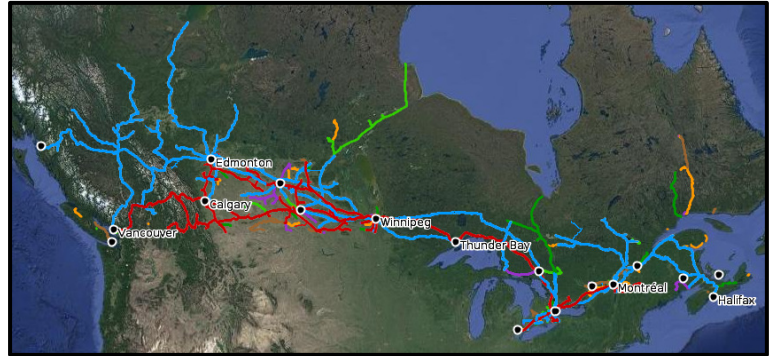
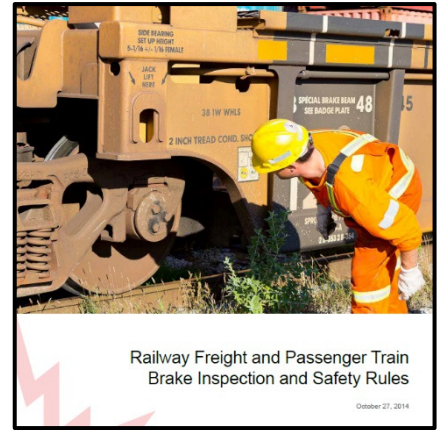
## Did You Know?

Canada has one of the largest railway networks in the world. Currently, 73 railways across the country are required to establish an SMS framework.

The answer to no. 3 above. "Laid end to end, Canada's 41,711 kilometers of railway track would wrap around the globe."

## And Now You Know

I have written this article for our weekly newsletter to provide all WCR volunteers and staff a brief look into railway safety. The information provided is with references from Transport Canada and my own extensive railroad background career with CPR and a consulting position I held with Transport Canada. You can check out TC website for more depth into all the regulations. - *Norm Gelinas (acting) Chief Mechanical Officer*



## On The Spur



WCR No. 9 in 2007 on the Conestoga River trestle north of St. Jacobs, some 33 years after CN Extra 4576 is caught on the same trestle in October of 1974 heading back to Kitchener and then Stratford after switching out Elmira.







*Earlier that day CN Extra 4576 is seen heading to Elmira at the Martin's Creek Bridge*

## Spring is Here

These photos from the winter of 1975 are one last look at winter as we settle into spring. When CN ran a plow extra that would eventually make its way onto the Waterloo Spur, it would have originated in Stratford. After plowing the Guelph Sub east to Guelph and at times points east, in order to have the plow facing in the correct direction for the plow run to Elmira, they would usually wye their train in Guelph and head back to Kitchener and then north at the junction to the Spur at Ahrens Street in Kitchener. There was a wye in Kitchener, but it was not used that often.



*CN Plow Extra with 2 GP-9's on the Guelph Sub getting ready to head north to Elmira & then shown on the Waterloo Spur at Ahrens Street in Kitchener after dropping their van. They cannot turn the train in Elmira so they leave the van in Kitchener for the trip back south.*







*After crossing the trestle over the Conestoga River just north of the Village of St. Jacobs, CN Plow Extra accelerates to make it through this drift which runs from the trestle almost to Hawkesville Road and breaks through to the other side.*

## Help Us Spread The Word! – Beverly Brenneman

**Wondering how you can help WCR from home?**

Are you on social media? If so, are you following all of Waterloo Central Railway's pages?

Follow our pages, like and share our posts! The more interactions our posts get will cause the social network to show it to more people.

The more we can build our audience, the more people can be reached to tell about all our awesome happenings and eventually join us on our train rides!

It's easy and a very inexpensive way for our organization to advertise, plus it's fun!





## Partner Spotlight

### Donna Schmidt-Kirk – Owner & Director of Expressions Model and Talent Agency – *Beverly Brenneman*

Donna and her team at Expressions Model and Talent Agency are an essential contribution to many of our themed experiences. They pride themselves on providing “the edge” in the world of fashion, TV and print. We are grateful to have them help us provide that “edge” to our experiences for our passengers. Donna is the owner and Director of Expressions and a wonderful person to work with. Her knowledge and talent is a vital contribution to many of our experiences.



Since 1979 Expressions by D.S.K. Modelling & Talent Agency has established itself as a reputable and highly professional modelling and talent agency. Over the past 30 years, Expressions has aided in placing models around the world in all manner of runway, print, promotional and motion media.

Donna is an acting Fashion Coordinator for many television networks.

Prior to owning own her own model and talent agency, Donna worked as a Manager and Booker for International Top Models for 5 Years. Expressions models have received overall top awards in modelling, acting, and photography.

Expressions has received numerous awards, including the following:

- The Best School Award (1988).
- Service in Humanity Award for City of Kitchener (1984,1985).
- Service in Humanity Award for City of Cambridge (1983, 1986, 1992).
- Recognition Certificate for Ontario Midwest & Princess Pageant.
- Modelling Association of Canada Fashion Arts for 10 years.
- 1994 recipient of the prestigious Bernice Adams Trustees Special Award from the City of Cambridge.
- 2005 recipient of the Director of the Year Award through Canada Pageants.
- 2006 recipient of the Women of Distinction Award for Business, Trade Professions & Entrepreneurs.

Our Santa Trains and Polar Express experiences would not be the successful events they are if Donna and her team were not a part of it. Their roles start over four months prior to our trains running and their dedication and eye for detail does not go unnoticed.

They provide the full cast including auditioning of all the dancers, singers, actors (more than 50 people) and assign them into their roles to ensure we can deliver the best performance possible.

They prepare the scripts, choreography, costumes, help organize the green room, props, inventory and even pouring hot chocolate. They are a wonderful team to be partnered with.



“I have truly loved working with WCR. The crew is amazing, hardworking and always open to working out any problems that may arise. Just a great team of folks,” said Donna.





Donna and her team also do much of the previously mentioned tasks for WCR's Great Train Robbery. We would not be able to transport our passengers back to the "Old West" without her gang of outlaws and sheriffs. We look forward to developing new themed experiences in partnership with Donna and her team in the future.

## Local Railway Retrospective

In November of 1971 the Grand River Railway (Canadian Pacific Electric Lines) day job from Preston with SW1200RS 8162 in the old tuscan and grey colour scheme, arrives in Kitchener crossing over the CN line to the Budd Plant now known as the Huron Park Spur. The locomotive engineer is Joe Hauser and they will switch out the Kitchener yard at Clarke Forwarding which is just to the right. They have just returned from Waterloo after switching out Seagram's, Labatt's and the CN interchange adjacent to Erb Street West and Caroline Streets where the WCR Waterloo station was once located. This track is long gone and now the Iron Horse Trail adjacent to Victoria Park in Kitchener.







Although not the same day as the preceding photo, the Grand River Railway day job finishes its middle of the street run down Caroline Street in Waterloo passing Seagram's Bond Warehouse crossing over Erb Street to the CN interchange and Canada Keg & Barrel (Canbar) which is the end of the line for them.

*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.*

## **The WCR – Charities & Donations – Anna Schnarr**

WCR supports many children's charities. We offer tickets for the Santa Train or Polar Express Train ride for raffles, giveaways, and donations.

One of the charities we supported this year was "May Court Christmas Dreams". 2019 was their 30th year of fundraising at Conestoga Mall. The WCR donated several items from our Retail Store (i.e. Polar Express Bears, Conductors Hats, Chef & Conductor Ornaments, PE Backpack Clips, etc.) to their efforts.

May Court Club decorated a children's Christmas Tree with the donated items in the Polar Express theme. The tree was displayed alongside 20 other prizes donated by various sponsors, 8 of them Christmas trees. Trees and prizes were raffled off by way of ticket purchases. In addition to the decorated Polar Express tree, the winner also won a Family Pass for 4 on the Polar Express (courtesy of May Court Club!

For this event, May Court Club raised approximately \$38,000 to support local charities such as Kids Ability, Make-A-Wish, food programs at schools, St. Mary's Cardiac Care, and others. We were happy to support our community!



## Volunteer Updates – *Matthew Schilling*

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## Relax & Listen – *Matthew Schilling*

If you are looking for something to listen to during these long days, I have been listening to “The Platform”, a podcast, hosted by our very own Bob Fallowfield.

The Platform is available on YouTube as a video podcast, (<https://www.youtube.com/channel/UCZyLXvb4Hy2-ehsmrWdvvhw> ) with different episodes available on Spotify by searching “The Platform”.



Bob has the opportunity to talk many different veterans of the Rail Industry touching on model railroading, train orders to winter railroading, it is a great way to entertain yourself with some train talk and learn something along the tracks.

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## What is Behind Constructing the Castle at the North Pole – *Matthew Schilling*

Looking ahead, at only six months away, we will be gearing up for our Holiday Train Season, which famously includes the WCR North Pole Station. As many of you have seen, we build our very own North Pole, including Santa’s workshop, complete with a clock tower on top!

While it may look inspirational and just as you imagined the North Pole should look, it does require a substantial amount of effort in both the design of the structure and building it. The first step has the construction team visiting the site to start the design process. They take measurements of our banners, as well as marking on the ground where the base will sit. It then heads back to design team to ensure it will not blow over or come loose in our Canadian winters.

For example, to ensure our structure doesn’t blow over, they put extremely heavy concrete blocks in the centre, to allow them to tie off to something that will not move.



Once they finish the design work, after our Halloween trains, they come and build the base of the structure out of construction scaffolding rising 30 feet, with everything being tied down to the central concrete blocks.

With extra long sides to make it look like the structure has depth from a distance, it could be confused as real building and especially at night it is magical. Next the banners depicting the outside of a castle area wrapped around frame. The banner installation starts first with the bottom grass strip, then the building itself, followed by the clock tower banner on top to finish it off.



## COVID-19 Operational Update

With the extension of the Emergency Directives issued by the Province of Ontario we will remain temporarily closed until at least mid-May or as otherwise directed by the Province of Ontario and/or the Provincial and Regional Health Unit.

We are working on a plan for not only when we start operating again but also our fall and Christmas season. This will include a Safe Seating Plan taking into consideration all social distancing provisions required for the safety of both our volunteers, staff and passengers along with a new and improved cleaning protocols during the train trip as well as before the next train day. We completely support all efforts to flatten the curve and anything that leads to a safer society for all of us.

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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.

This issue compiled by Greg McDonnell, Beverly Brenneman, Dave Banks, Norm Gelinas, Anna Schnarr, Matthew Schilling and Peter McGough.

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### **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, 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



### **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.*