



THE WCR PRESS

VOLUNTEER & STAFF EDITION



Issue No. 6 - Saturday, June 6, 2020

SIXTH EDITION

This is our Sixth Edition of the WCR Press. Through this publication we hope to stay in touch with our volunteers, neighbours and partners during the temporary shut down of our operations and showcase the initiatives being undertaken that are required to keep the WCR safe and ready for the time when we can commence our operations once again.

We enjoy providing a history of our operating heritage rail collection as well as reminiscing about other railway operations that have served this area over the years.



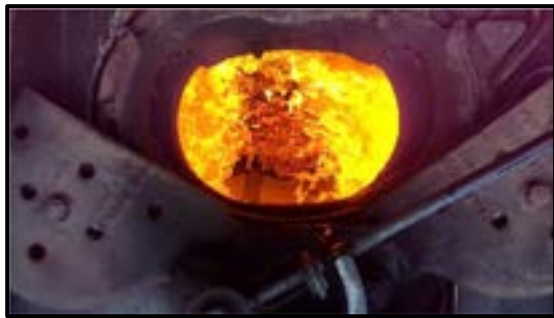
*6593 takes the siding as No. 9 takes its train south through St. Jacobs during the summer of 2019.
Photo by Greg McDonnell*

Cab Ride on No. 9 – Dave Banks

All Aboard!

Today we are going to experience being in the cab of No. 9 on a southbound trip from St. Jacobs Station to the St. Jacobs Farmers Market.

The steam up team was out at 0600 hrs. and got the fire started with wood and later switched over to coal. We have backed the locomotive on to the coaches and had our crew job-safety meeting.



Today we have a full train weight of about 400 tons.

I check with the Fireman, boiler pressure is at 170 psi, water gauge glass at $\frac{3}{4}$ glass, just where we want it, and now waiting for the all clear from the Conductor to proceed south. Over the radio we get the all clear, acknowledge back to the Conductor, the Fireman checks his side of the train that all is clear, and I check the Engineer's side.



The cylinders cocks are open, the bell is rung, brakes released, the reverser put into full forward and the throttle cracked open. After a few seconds as the steam makes it way to the cylinders we slowly pull away. Bell off, close the cylinder cocks, cylinders now warmed up. I open the throttle a bit more and as we pass the school yard the kids are all at fence, we give them a toot of the whistle, they are all waving at the train. I open the throttle more as we start into the curve and start climbing.



The Fireman is now shoveling hard as we start up the grade, using lots of steam. As we pass the Home Hardware warehouse and offices the exhaust beat reverberates off the buildings, sounds awesome, I open the throttle more we have a heavy load on today.

We are now approaching the Henry Street crossing, the Fireman calls out "lights and bells" and "crossing clear", I acknowledge and give an "all clear" my side, now I give the whistle

2 long, one short and one long blast as we occupy the crossing.

We are still climbing now until we pass the Fairway Lumber yard. Approaching Fairway Lumber the Fireman checks the switch target on the siding on his side that "switch set to the main" I acknowledge. Passing the lumber yard, I now "notch back" the reverser this shortens the valve travel called "cut off" saving steam.

We are now downhill all the way to Martin's Creek bridge, the Fireman can ease off on heavy firing keeping an eye on the fire and water level. Our next crossing is King Street, St. Jacobs, I ease off on the throttle as the weight of the train is now pushing us as we are now going down the hill.





Approaching King Street, same routine checking for “light and bells” and traffic stopped, blow the whistle as before. Crossing King Street, I apply a little bit of train brake as we are picking up speed. We have to keep at maximum of 10 MPH.

We are now passing the Brubacher potatoe farm. An Old Order Mennonite farm who are good friends of the railway, we see they are out in the fields, I give them a short whistle and they wave back. Still going down a little more brake is applied as we head into the curve on the approach to Martin’s Creek bridge.

Check speed although the bridge is 10 MPH maximum, I slow down a bit more as we approach. The Fireman has added some water to the boiler with his injector on our journey south, now starting to fire again to ensure we have a good fire and plenty of steam.

Over the bridge, I open the throttle more as we are now climbing steadily until we cross the King Street crossing at the Farmer’s Market. We pass the big Sportsplex dome, I open the throttle some more as we approach King St. we both check to and see we have “lights and bells” and as before at 5 cars before the crossing start my whistle pattern.

This crossing we have to be very vigilant as on busy market days we do get some cars being impatient and driving through the signals in front of the train.



As at all crossings my hand is always on the brake just in case, I have to put the train into an emergency stop, something we hope we do not have to do. Over the crossing the track curves into the lead to the station, as the last coach clears the crossing, I now have the weight of the train pushing us, so more brake is applied.

The brake is now carefully applied to bring us to a gentle stop at the required spot on the platform to let off and board new passengers.



Once stopped I give a short blast of the whistle to let crew know we are at a full stop and safe to open doors, also confirm over the radio to Conductor that we are at “Full Stop”.

The reverser is pulled back into “mid gear” (neutral) and the cylinder cocks opened. The Fireman opens the blower and now checks the fire and water to make sure we are ready for the next leg. That trip took us fifteen minutes right on schedule.

Opening the throttle why is there a delay? This is not like the throttle in your car, it is not an instant response. When the throttle lever is pulled back through linkage it opens the actual throttle that is in the dome, this allows steam to enter the “dry pipe” the steam travels forward to a header in the smokebox and then enter the superheaters where the steam travels back almost to the firebox and then back to the front of the locomotive entering the cylinders.

Hence the delay. This process gives us superheated or dry steam which is much more efficient.



If we were now going back to St. Jacobs similar routine except No. 9 will be pushing the train. As most of the time I cannot see the end of the train the Conductor is on the point at the other end of the train and is my “eyes and ears”.

As we approach crossings he will call out “five cars” and crossing clear, my signal to start the whistle pattern. Likewise, as we approach the bridge and give a car count for stopping back in St. Jacobs. Hope you enjoyed the trip and make sure you come out and ride with us when we get to full operation. Come and say hello to the crew.

Have You Wondered? – Victor Menhennet

QUESTION:

What is the origin of the two long, one short, and one long sequence when a train approaches a crossing?

ANSWER:

The long-long-short-long sequence is the Morse code for the letter Q.

Back in the time where the queen travelled by ship in England, ships with the queen on board would do the sequence on the horn to announce this to other ships in the harbour to get them out of the way. When the queen switched to railways, the same signal followed, and the Engineer would do the sequence coming into a station to allow some space for Her Majesty.



As nascent North American railways began to devise their own operating practices, the old heads from England began using this same signal as a warning, and it has stuck around - for almost 200 years now.

What Does The Cab of A Diesel Locomotive Look Like? – Beverly Brenneman

Take a peak inside the cab of heritage diesel locomotive No. 6593!

Have you ever wondered what it looks like inside the cab our diesel locomotives? Are you curious of how many levers, buttons, and switches it takes to control a 660-horsepower diesel locomotive?



View our slideshow to see what it looks like inside and catch some views out the cab windows - just like what our engineers see! https://www.youtube.com/watch?v=-xdy3_XZRgU

Partner Spotlight

Edward Denyer, President Eco Coffee Corporation – *Beverly Brenneman*

Edward Denyer is the chairman of the Business Improvement Association of St. Jacobs (BIA) and owner of Eco-Coffee Corporation, him and his teams are a leading force in the creation and planning of many local events and initiatives that drive business into St. Jacobs. Many of these initiatives Waterloo Central Railway has been proud to be a part of and we look forward to participating in again in the future.



Some of the events Ed and his team have done include Christmas in July, St. Jacobs Sparkles, Summer Solstice Sale, Witches Wednesday, and Halloween Trick or Treat. They are also the driving force behind select area advertising initiatives, beautification and maintenance programs, and designing and developing of a designated community space.

EcoCafe is much more than a great cup of coffee, it's a platform for coffee enthusiasts to enjoy quality, organic, fair-trade sustainable coffee, all the while being immersed in coffee culture and heritage.

It is the second largest coffee roaster in Waterloo Region, serving retail coffee shops, retailer businesses, online merchants and office coffee services. Everything is freshly roasted and sold through their headquarters in St. Jacobs.

EcoCafe offers consumers a whole experience, "We want to excel in providing the best coffee to our community, of educating what the industry is about, where coffee comes from, how it is grown, milled, transported and processed. We want to educate others in the best processes which create the best end result and create satisfaction for those interested in something better than the norm." says Ed.

As many businesses have needed to adapt to our current challenges, EcoCafe has also done so in opening up a take-out window so their delicious offerings can still be enjoyed.

They also offer free curbside pickup, local delivery and shipping to anywhere in Canada. Gift cards are also available. For more information on how you still enjoy all that EcoCafé has to offer, visit their website at <https://ecocafestjacobs.com/>.



The events and initiatives run by the BIA, along with unique local offerings of businesses such as EcoCafé, play an essential role in driving traffic to our area during this "new-normal" and beyond.

We look forward to participating in future projects initiated by Ed and his team to ensure St. Jacobs continues to grow as a destination for travelers and locals.



AND NOW YOU KNOW, 3rd. Edition – Part 1 - Norm Gelin

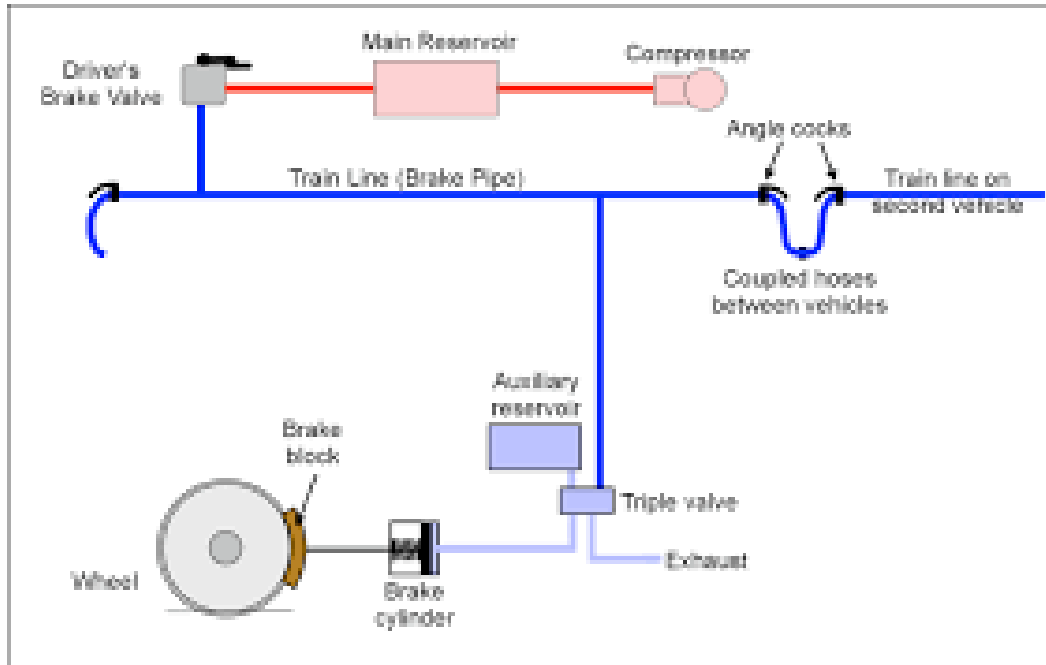
Introduction:

Part 1 of Edition 3 is intended for all railroad enthusiasts particularly WCR locomotive engineer's and train attendants.

It is my intention to provide you with some basic knowledge of air brake principles and equipment resulting in not only improving your train braking and train handling skills but also a better understanding of your train.

AIR BRAKE PRINCIPLES AND SPECIFIC EQUIPMENT

Train Air Brakes:



Did you know?

Quiz #1

How many purposes are there for brakes on a train?

Many of us think that the only purpose is for stopping the train. Well there are actually four (4):

1. Stopping
2. Slowing or retarding
3. Holding (locomotive engineer sets the brake)
4. Holding (cranking on hand brakes)

Quiz #2:

How many types of brakes are used on railroads?

There are actually three (3), however I will throw in a fourth one because it applies to passenger cars and cabooses that everyone working on WCR trains are familiar with:

1. Air brakes
2. Dynamic brakes
3. Hand brakes
4. Emergency brake valves (often referred to as conductor's valve)

Quiz #3:

Is air used to operate anything electrical on a locomotive?

The answer is yes. Control air is contained in a reservoir and is used to operate many of the power contactors, switches and relays. Air is also tied into many magnet valves, which control the air compressor, fan, and shutters, and on newer locomotives event recorders, transducers and brake valves.

Let's take a look at the three (or 4) types of brakes:

Air brakes: They stop, slow down or retard and hold a train or locomotive through an association of reservoirs, valves, levers and shoes.

Examples of Locomotive Brake Stands Currently In Use On The WCR



*6 SL Brake stand
6593*



*6 ET Brake stand
No. 9*



*6 L Brake stand
1001 & 1002*

Dynamic brakes: Not in use on WCR. However, to briefly explain this system, think of an electrical braking system. It is only used on a moving train and only to slow or retard the train not to stop it. While the train is coasting the engineer using an eight-notch controller similar to the throttle energizes the traction motor fields causing them to act as generators. A resistance is created and acts as a brake on the locomotive thus helping to slow down the train. This creates an overwhelming amount of heat that is sent to grids and fans on the locomotive roof for cooling.

Handbrakes: They hold a locomotive, rail cars and coaches and trains when stopped.

Emergency brake valve (often referred to as conductor's valve): Every locomotive cab, passenger coach and caboose has at least one emergency brake valve. The valve is connected directly to the brake pipe and when tripped vents the brake pipe to atmosphere at an emergency rate.

If an emergency arises and for some reason the locomotive engineer is unaware another member of the train has this safety feature at his disposal. When tripped every car as well as the locomotives will go into an emergency, (often referred to as dumping the air in railroad lingo) and every airbrake on the train will be activated simultaneously and the train will eventually come to a halt.



*Example of locomotive
handbrake*

Examples of Emergency Valves



TRAIN AIR BRAKE SYSTEM

The air brake system in a train is very complex; however just remember these two main factors:

1. Air
2. Friction

Always remember this:

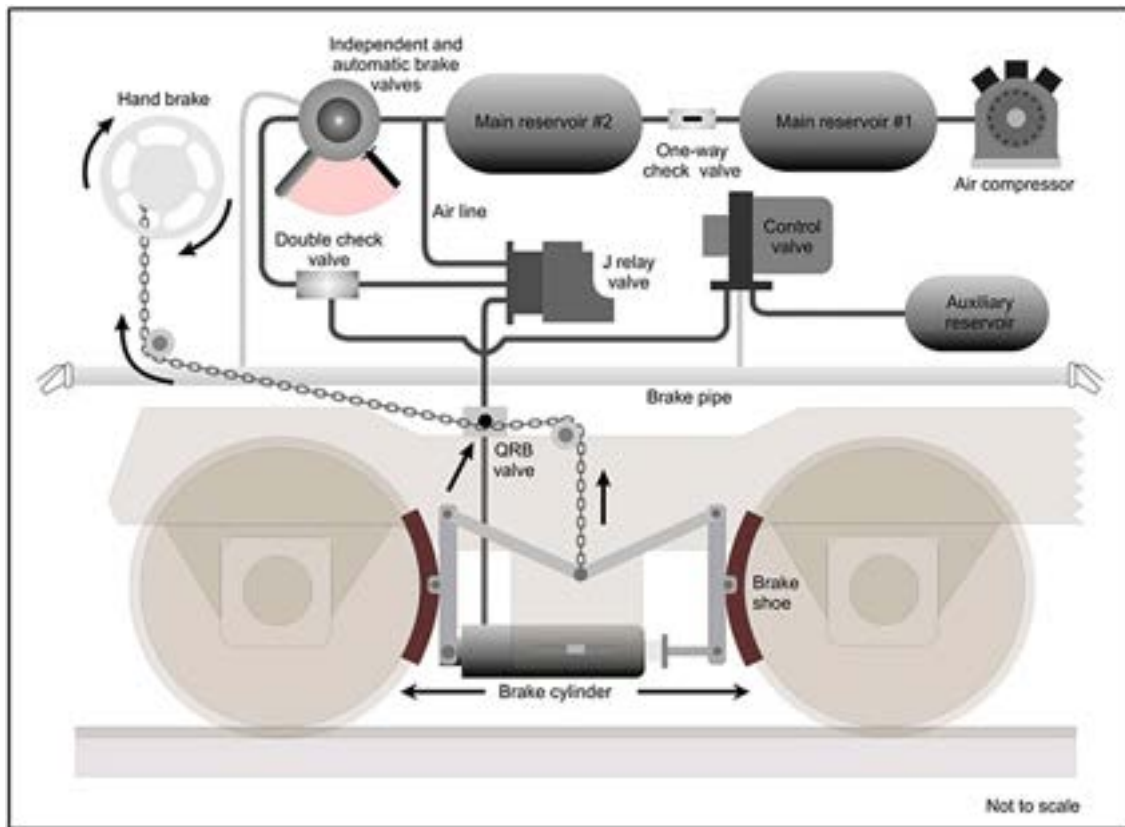
“COMPRESSED AIR WILL EXERT EQUAL PRESSURE IN ALL AND EVERY DIRECTION”

Compressed air and the flow of air are so vital in a train braking system and contain so many properties but this one is important to always remember.

QUIZ #4

Just how is the air used in the air brake system supplied and transmitted?

1. Air compressor (main air supply)
2. Cooling and filtering {filters and separators}
3. Storage {reservoirs and tanks}
4. Measurement {gauges}
5. Transmission {piping and hoses}
6. Controls {operating valves}
7. Application {cylinders, rods, levers and shoes}



AIR (first main factor)

Let's take a closer look at the seven basic properties of air:

Air compressor: The air compressor unit is always running and basically builds up air pressure in the locomotive to 140 psi. When this pressure drops to 125psi the compressor kicks in again in an effort to keep the 140-psi pressure in the locomotive constant at all times.

Cooling and filtering: The compressed air leaving the compressor is very hot now and it contains moisture that would be damaging to all the air brake equipment so it must be cooled and cleaned. The air passes through a cooling coil on its way to #1main reservoir, then through more cooling and filtering until it reaches #2main reservoir. The air is now ready to go to work. All the air that the locomotive and coaches require for train brake operation comes from the #2 main reservoir.

Storage: The locomotive #2 main reservoir is filled to capacity sitting at 140 psi, so the air compressor stops pumping. It is now capable of handling all the demands received from the locomotive engineer and his train.

Measurement: There are four-air pressure measurements recorded on two (2) double pointer gauges (often referred to as duplex gauges) located in the cab of the locomotive that the locomotive engineer must be aware of at all times.

On one gauge: The brake pipe and brake cylinder pressures are indicated.

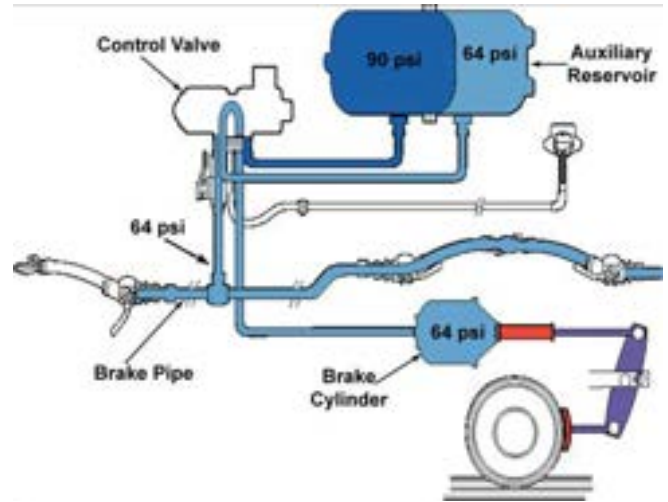
On the other gauge: The equalizing reservoir and main reservoir pressures are indicated.

Something else to remember: These gauges record pressures on the locomotive only.



Transmission: There happen to be a series of different size piping running from the front of the locomotive to the rear all serving a different purpose. We are only going to concentrate on the most important pipeline that controls the train brakes and that is the brake pipe (or trainline which most people like to refer to it as).

This is a 1-1/4" diameter pipe that contains compressed air from the main reservoir that the locomotive engineer will use to operate the train brakes on his train. The air compressor charges the main reservoirs to 140 psi, however, remember that by regulatory ruling, the brake pipe pressure on passenger cars is set at 90 psi. so this is the pressure contained in this piping at all times when fully charged.



Things you should remember:

1. Leakage will be present in every train; regulatory ruling allows a maximum of 5lbs. per minute.
2. This leakage causes a difference in brake pipe pressure between the locomotive and the rear of the train. This difference in pressure at these two points is called "Gradient". By regulatory rules the maximum permissible gradient is 15 psi.

Controls: The air now has to get from the locomotive to the train. At the front and rear of the locomotive and both ends of every car a large valve called an "angle cock" is fastened to the trainline. At the end of the valve is coupled a flexible rubber hose referred to as a "trainline hose" or "hosebag". When both hoses are coupled together the connection is complete and both valves can be opened slowly in an effort to charge the air brake system on every car.



Application: The application of compressed air to operate the brakes is the same for locomotives or cars. The brake cylinders receive the message to apply the brakes and respond with the help of the brake rigging to squeeze the brake shoes to the wheels. Since air will exert equal pressure in all directions, (I mentioned this fact to you earlier to not forget!) this build up in the brake cylinder forces the only moveable thing out and that is the piston

Quiz #5:

What is "slack" in a train? Best explained it is the "free play" in the couplers, knuckles, draft gears and cushioning devices. Remember, slack in a train is the movement of a car in relation to adjacent cars.

In Part 2 we'll study the second main factor associated with train air brakes, and that is Friction. Stay tuned, it's gonna be exciting!



AND NOW YOU KNOW

20 Seconds – Russ Deacon

It wasn't that long ago that in North America we had a safety problem. Every year over 950 people were being killed at Railway Crossing's. It was assumed that most of these accidents happened at railway crossings that had only a warning sign. What made the problem even more alarming was that more than 50% of these fatalities happened at railway crossing's that had some sort of warning devices (Lights or Lights and Gates).

With thousands of lives being lost every year, an urgent solution needed to be found. When the train blows its whistle, or the lights start flashing, you have about 20 seconds before the train arrives at the crossing.

After looking into the fatalities, it was found most of these accidents were due to impatience. Since the accidents were already happening at crossing with warning devices, It would take years to remove all the railroad crossings. A new approach to the problem was required.

Roger Cyr had an idea, start a public education program on the dangers associated with trains. Operation Lifesaver was born, and today it has saved over 10,000 lives. The program teaches people of all ages how to safely interact with trains.



In 1980, there were 9,500 train car collisions in North America, and of those over 700 lives were lost. Since Operation Lifesaver started, we now have a larger population, but collisions have gone down from 9,500 to less than 2,000. Although collisions have gone down, and we are going in the right direction, in 2008 over 270 lives were lost. This is still too many. Public Education works, but even more education is required. Starting at Kindergarten, Operation Lifesaver is at all schools (public, elementary, and high school), and large public events. The Education program is working and saving lives.



Looking further into the railway crossing accidents you may be surprised to find out a large number of accidents happened after the car had first stopped for the train. Waiting for a train to pass may seem like hours, and the longer it takes the more impatient the drivers became. When the train finally cleared the crossing the lights continued to flash. Instead of waiting, the driver crosses, or even worse goes around the barriers, not realizing that another train is coming. The second train is usually hidden by the first until it's too late.

Another group stopped at the crossing lights, but they look down the track and feel they have time to cross before the train arrives. They cross safely but they do not realize what they have done. The second car behind them sees the car in front stop at the lights then go, that driver now thinks the lights are broken. Most people do not understand that when they look down the tracks and see a train approaching it is actually coming much faster than it looks. The tracks shape like they are converging into a vanishing point which gives the appearance of distance. Several of the accidents happened because the second car did not stop or even slow down because they thought the lights were broken or they had time to clear the train.

You may be wondering why the engineer does not stop the train when they see a car on the tracks. What they don't know is that he can't. A 100-car long train going 100km/h would take over 1.5km to stop. The engineer cannot see 1.5km in front of him, so when he does see the problem, and he does put on the brakes, the train will not stop in time. The train will be well past the crossing before it is able to stop. If you are ever in a situation where your car is stuck on the tracks, you need to get out! You need to get everyone out of the car immediately, move away from the car and then call 911. Every second counts especially if you have kids in the car. When you get out, move away from the car and tracks towards the train. Some people get out, but they are still killed when the car gets pushed into them.

We have all learned that we need to spend 20 seconds washing our hands to prevent Covid-19. As we get used to this procedure, we start to realize that 20 seconds is not really that much time. Now just imagine if a train is approaching...

Operation Life Saver. Together, we can save lives at railroad crossings and on the train tracks.



“SHOVEL CHEF” – Dave Banks

There was a tradition born back in the steam era the world over. That was cooking on the shovel making a meal for the engine crew. Yes, you heard right you can cook up a good meal on the coal shovel.

Back in the day, crews often worked very long shifts sometimes 14 to 16 hours. The crew cannot take a break or stop by the coffee shop to get a snack or a meal, so they improvised. I grew up in England and my Grandfather was a driver for the LNER working out of Lincoln. He had told me of this tradition.



Meat patties on the shovel

The engine crew would take provisions for maybe breakfast and have a “fry up” when they were getting steam up or for a snack later on.



Hash browns on the shovel

We decided to carry on the tradition and do a breakfast one morning when we were raising steam for the days run.

We started by sanitizing the shovel, giving it a good clean with our hot water hose from the boiler. Now many people think that a steam engine has just two oils for lubrication, in our “in our No.9 mobile kitchen” we have three, the third being olive oil.



The shovel is heated by putting it in the firebox, then given a liberal coating of olive oil. First up we cook the bacon, things cook very quickly in this high temperature environment.

Any packaging is recycled into making heat for the boiler, doing our bit for the environment. Once cooked, the bacon is wrapped in foil to keep warm while we do the eggs.

A little more oil, on go the eggs, while cooking the buns are prepared and when cooked on goes the bacon and eggs, condiments of choice, and delicious breakfast is served.

Next time we are raising the steaks, and yes doing steaks. When I was in Poland driving steam some years back, the crew did sausage, what else Polish sausage. All delightful.

On our route to St. Jacobs we pass by the Brubacher potato farm, who is a good friend of the railway. One day we stopped by to get spuds. We wrapped them up in foil with butter and put them up around the steam dome, at the end of the day the crew and some passengers were treated to hot buttery spuds, people were surprised they were cooked on the engine.

When we get No. 9 is back in operation, we are going to try a whole meal cooked in cast iron pots that are put in the smokebox, should be awesome, cooked on our “meals on wheels”. Till next time.



Volunteer Updates

Our Volunteers are the backbone of the organization and without whom we could not operate. Each Edition will provide a few photos of our valued volunteers as an introduction.



*Bruce Shillinglaw
Conductor & Locomotive Engineer*



*Gord Mitchell & Bruce Shillinglaw
The longest serving SOLRS volunteers*



*Gord Mitchell
Conductor & Locomotive Engineer*



*Chris Corrigan
Conductor & Locomotive Engineer
Director – SOLRS Board of Directors*



*Kim Martin
Conductor
Locomotive Engineer Trainee
Steam Team Member & Fireman
WCR Manager of Safety Systems*



*Left to Right
Doug Sword – Conductor & Locomotive Engineer
Craig Grant - Conductor Trainee
Bob Fallowfield – Conductor & Locomotive Engineer Trainee*

WCR History



On March 18, 2011, WCR northbound passenger train passes GEXR south bound freight in the hole at St. Jacobs & then as the GEXR proceeds south approaching Henry Street.

On The Spur



On a mild and dreary day in December of 1974, some 46 years ago, CN road freight lead by 9411 on the Waterloo Spur on the trestle in St. Jacobs over the Conestogo River.



On the same dreary day in December of 1974, some 46 years ago, CN 9411 on the Waterloo Spur shows its reflection in Waterloo Park's Silver Lake.

Local Railway Retrospective



In the early 1970's, CNR 7022 leading the Budd Plant job heading back to the Kitchener Station having just crossed over the old grade crossing at King Street in Kitchener.



In November of 1971, a westbound CN freight heading to Elmira meets an eastbound extra freight at Margaret Avenue as crosses over from the main line to the passing track and then north on the then Waterloo Subdivision.



In the early afternoon of a summer's day in 1972, CNR Passenger Train No. 154 from Sarnia to Toronto lead by CN FPA-4 No. 6767, accelerates east out of the Kitchener Station after crossing the old grade crossing at Ahrens Street.



In March of 1971, CPR 8145, temporarily assigned to the Grand River Railway, makes up their train on a Saturday morning after switching out the Kitchener yard at Victoria Park. This track is long gone and now is the Iron Horse Trail.

The first-time railway tracks ran down Caroline Street.



In February of 1974, CPR 8161, (Grand River Railway), leaves their Waterloo yard near Erb Street West & Caroline Street heading back to Kitchener and then Preston. This scene has them running down Caroline Street between Seagram's Distillery and Waterloo Town Square. A little different now with the ION system now running down Caroline Street.



In April of 1971, as seen from the cab in the Fireman's seat, CPR 8161, (Grand River Railway), still in the old tuscan and grey colours, heads down the street trackage on Caroline Street. There were switches imbedded in the street with sidings in the street regularly used for Seagram's which shipped a great deal of product by box car.

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.

Future Editions

We are looking forward to future articles by Dave Banks relating his adventures running steam in Poland and chasing the Flying Scotsman and Kim Martin on what it takes to get No. 9 fired up at the beginning of the day before it can even turn a wheel. A taste of stories to come.



One last thing!

As this organization was originally chartered to restore and operate a heritage steam locomotive, it seemed appropriate to show a few photos of CNR 6060 when it ran on several excursions in southern Ontario close to 50 years ago.



East Summit, Sarnia, Ontario – June 12, 1974



South of Bright, Ontario on the Drumbo Sub– July 10, 1976



Paris Jct. on the Drumbo Sub— July 10, 1976



Petrolia, Ontario – June 12, 1974

Never Forget

The date of this issue happens to fall on the anniversary of the Allied D-Day Invasion of Normandy on June 6, 1944. To commemorate the contribution of our veterans, CP last year painted several of their locomotives in special colours to recognize and celebrate veterans. These photos are taken from the Facebook Post of Canadian Railway Observations 3.0 (CRO) by William H Baird which recognizes this date.



CP 6644 wears the camouflage colours applied to Royal Canadian Air Force "Spitfire" fighter planes flown at the Allied invasion of Normandy, France, on June 6, 1944.



*Royal Canadian Air Force (RCAF)
Spitfire fighter in WWII D-DAY
"Invasion Stripes"*

COVID-19 Operational Update

We continue to monitor the Emergency Directives issued by the Province of Ontario and will remain temporarily closed until at least July or as otherwise directed by the Province of Ontario and/or the Provincial and Regional Health Unit. We have undertaken the gradual opening of Restoration & Maintenance Facility in St. Jacobs initiating strict COVID-19 guideline with restrictions on the number of people permitted to be there at any one time.

We have Working Group in place made up of volunteers, staff and the Board to develop the criteria that must be in place federally, provincially and locally before we consider operating again. They are also developing the operating protocols that must be in place to protect both our passengers and volunteers when that decision is made.

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, Dave Banks, Beverley Brenneman, Norm Gelinas, Victor Menhennet, Russell Deacon and Peter McGough.

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.