



THE WCR PRESS

Issue No. 11 – Wednesday, March 17, 2021

ELEVENTH EDITION



Happy St. Patrick's Day. This Edition of the WCR Press opens 2021 with the hope that wide distribution of the COVID-19 vaccine will allow us to resume passenger service by the end of this summer or early fall. We have developed an opening plan and new schedule so that when circumstances permit, service may commence immediately. The St. Jacobs Restoration and Maintenance Facility has remained open on a limited basis for some restoration projects and on-going equipment safety related maintenance in anticipation of when we start operations again.

Although wide ranging in topics and photos, this Edition has a winter element to it. Recently two beautiful February days afforded us the opportunity for future winter promotional photos and videos. This was led by our Assistant General Manager Greg McDonnell along with videographers graciously supplied by Waterloo Region Tourism and Marketing Corporation capturing these winter images.



"We took our time working south, stopping wherever photographic opportunities presented themselves. And if we started the day with the quintessential Woolwich Township lunch, we ended it with the consummate image of winter in Canada. The Conestogo River bridge in St. Jacobs spans not just the river but the millrace to the old flour mill downtown. When we were switching to build the train yesterday, I noticed as we pulled onto the bridge for head room that the mill race was frozen over and shoveled clean for skating as far as you could see. What if, I wondered. There was no one there when we went north today, but when we returned south, a number of families were taking advantage of the smooth ice and gorgeous afternoon. I'm not sure we deserved such good fortune, but I'll take it." – Greg McDonnell.











“Who says work can't be fun? The photographic opportunities on the Waterloo Spur are limitless. By conventional wisdom, the light was all wrong when we headed north from St. Jacobs yesterday. I'm not much for convention, and sometimes (from my perspective anyway), what's all wrong is alright. Here's WCR 1001 and yesterday's three-car special easing past the sugar bush near Scotch Line. For the uninitiated, those blue lines running from tree to tree are the sap-collecting lines. In a month, they'll be flowing steadily”. – Greg McDonnell

No. 9 Overhaul Update - David Banks

Work is continuing slowly this month with reduced number of volunteers allowed in the maintenance shop. However, progress is being made, Kim Martin & Jim Arnott have been working on Saturdays, when they can.

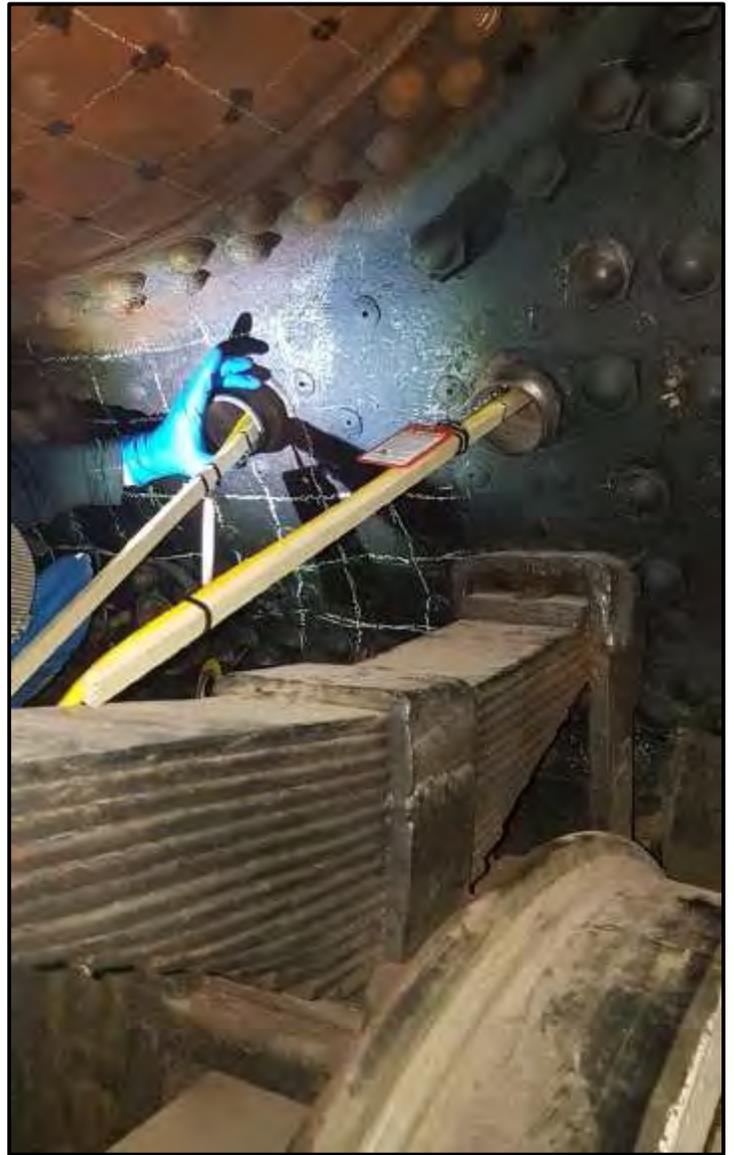


One project is developing a method to clean deposits that have accumulated in the syphon tubes. We attempted to dissolve a sample of the deposit in a number of different solvents and CLR was found to be the most effective.



The fusible plug was removed for a good cleaning and re-installed as it is not due for replacement this year.

The tubes were flushed from the bottom, but was not highly successful, so they have a plan “B” to plug the tubes and fill with CLR and let soak. New studs were made, holes re-tapped and studs installed.



Irvon and the gang did a lot of work on re-setting the throttle and did a great job on calibrating the linkage, making it much more precise now.

We hope to get back into the shop this coming week to get back at the syphon tubes and start on some re-piping in the cab. The main push is to get the hydro done and then get TSSA in to certify and then we can start putting all the ancillary equipment back on.



When the feed water clack was removed the studs were found to be in bad shape.

Union Station prepares to retire a vast interlocking system that's guided every train in and out of Toronto for almost 90 years.

Behind a city that has grown with the times, sits a remarkable system of handle-pulls, audible clicks and banks of early 20th century electrical technology – all housed in three castle-like downtown towers. Combined, it has constantly shepherded trains in and out of Canada's largest city. Designed in the late 1920s, the complicated contraption is about to be retired – though it could have lasted, arguably, a century more.

Inside the long metal box, electric synapsis fire like neurons around your head.



David Kolbasovsky, Metrolinx manager of signals and communication, moves through 'the pit'. (Thane Burnett photo)

The locker smells like the inside of granddad's old tool case. And while perhaps as long as a typical one-car garage, you can't extend your arms fully out from your sides without disrupting important gadgetry and vital currents moving through coils of wire that snake through holes, before dropping into the room below.

Once at that lower level, electricity races to banks of glass K-type relays, mounted on thick wood panels that were once regularly oiled to preserve their life and shine. Every wire has a path running through holes listed alphabetically and by the numbers, before connecting into a puzzling maze of more energy panels.

And from there, those sporadic pulses move outside three old brick towers built in downtown Toronto to 180 signals and

250 track switches that dictate the movement of 900 train trips – from GO to freight to UP Express to VIA Rail – travelling daily along the 6.4 kilometres that make up Union Station's rail corridor.

The box, and all the collateral wiring and apparatus, is part of four electro-mechanical interlockings.

It's 1920s technology that includes, on this day, two Toronto Terminals Railway (TTR) train movement directors spending their shifts inside the John Street tower, pulling and pushing black and red levers that line the outside of the box.

As they do this, they listen for double-clicks that signal a lever is in the right position to send a train along the correct route.

TTR Scott Street Tower (Steve Bradley photo)





Rows of levers – red for signals and black for switches – line the outside of a control box at the John Street facility (Steve Bradley photo)

The levers have been worked, 24 hours a day, 365 days a year, since it was put into service in the early 1930s, after being built in the late 1920s.

It must have seemed like a technological wonder at the time – because it still is.

Though, recalls Vito Parisi, who started his career watching over the interlockers 35 years ago: “I just thought ‘this is a rat’s nest (of wiring).’”



“It was something that I had never seen before in my life.”

A rail interlocking is a failsafe system of signals and switches that prevent the wrong movement of a train along a route. It’s an invisible steering wheel. Even back when Parisi began, this elaborate system of putting trains on the right track was rather ancient. Though, he notes, it was also – having been tried and tested over generations – brilliantly designed and masterfully constructed.

It remains almost foolproof in its functional design.



“You won’t learn it in one week, or in one month,” Parisi says of his career with the network of machinery and electrical signals. “You never stop learning about it. “It’s relay logic.”

Today, semi-retired Parisi still toils around the interlockers as a signal consultant, and is intrigued as Metrolinx installs a new microprocessor based interlocking system to control the entire corridor within the next few years. That means the interlocking being directed from the watch-towers will soon finally all stop.

Vito Parisi looks over rows of electrical components that help keep trains going where they need to be around Toronto’s Union Station. Some parts date back to the late 1920s. (Thane Burnett photo)

The change has to be done systematically, as the existing three towers full of 1920s technology continue to buzz and click

along behind the scenes. Experts say it could, other than being unable to handle an increase in traffic as well as difficulty manufacturing replacement parts, have continued to technically move trains for perhaps a century more.

The truth is there are few people alive who could build something like the existing electro-mechanical interlockers system, which saw many components imported from Rochester, N.Y. It’s a marvel of another age, and, where once most major rail corridors worked with very similar equipment, the Union Station system is perhaps the last of its kind in North America.



The needed modernization, including remote access points to quickly collect diagnostic data, will involve 258 track circuits, 35.4 kilometres of conduit and more than 305 kilometres of cable. For customers, the work will mean quicker speeds within the corridor, as well as spare capacity for future expansion. For the box, it means the end of the line and times.



TTR Scott Street Tower (Steve Bradley photo)



TTR John Street Tower (Steve Bradley photo)



The entrance down into 'the pit' of a remarkable box that was invented in the late 1920s. It still is hard at work today. (Thane Burnett photo)

Dubbed 'the pit', workers step down about 76 centimeters to enter the locker box at the John Street facility. As those on the outside pull and push the large levers, watching a map on the wall for telltale lights that tell the story of routes through the heart of Toronto, various mechanical slots fill and empty with metal rods, depending on choices made. Think of it as a puzzle box – as choices are made, and pieces move, some options open and others close. Within the aging brilliance, these workings still protect trains from bumping into one another on the tracks.

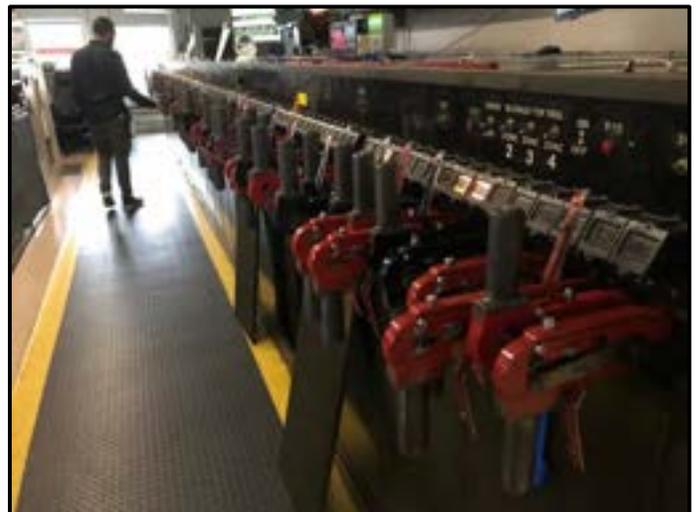
"Other than perhaps the lights, not much has changed in here since the first day it was built," says David Kolbasovsky, Metrolinx manager of signals and communication, as he moves through the pit.

"It's extremely safe and a lot more reliable than you would think. This was the Elon Musk of (the 1920s)."

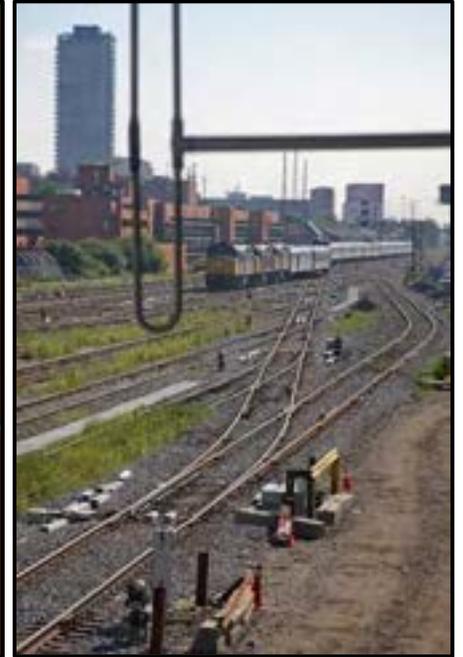
The new system will be shifted out of the towers, including the John Street facility. As a heritage building, it can't be properly upgraded. A sentinel beside the tracks, it's still uncertain what date it will finally stop sending out its electrical impulses.

That day – along with the change-over of the other two towers – will likely happen without GO Transit and UP Express customers noticing.

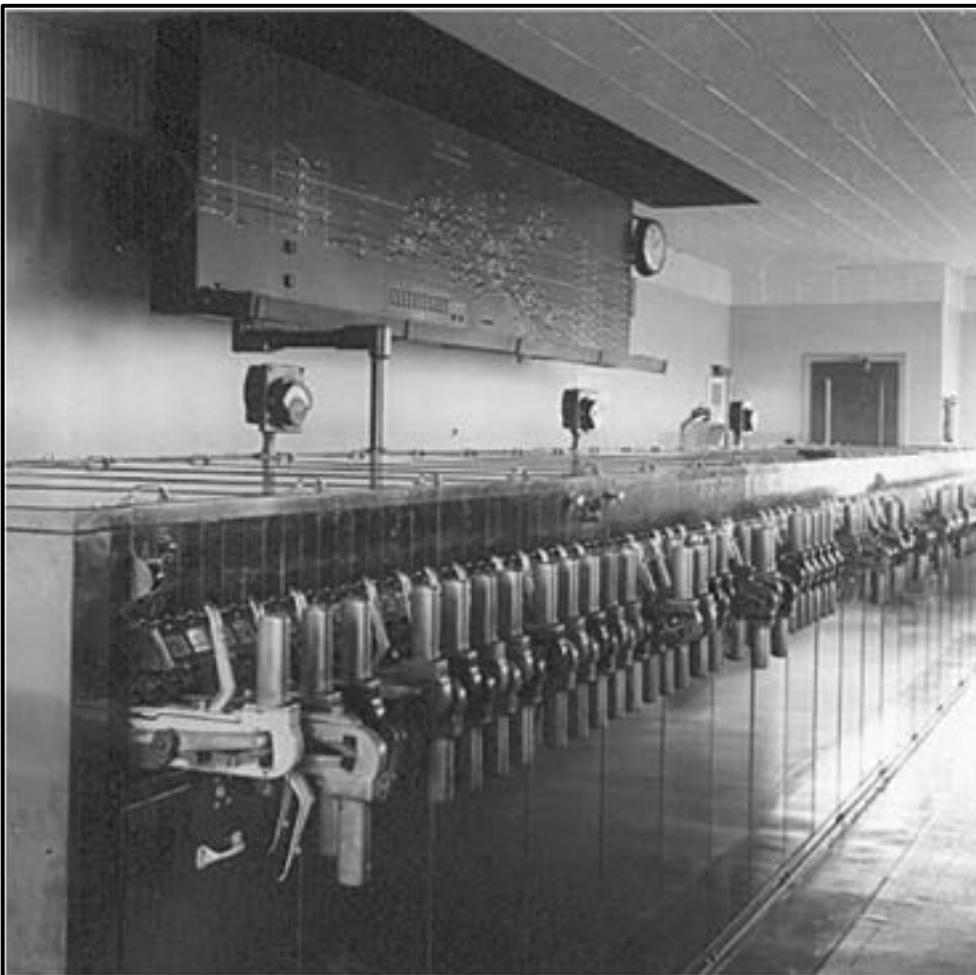
A Toronto Terminals Railway train movement director checks on rows of levers that move the electro-mechanical interlocking system. (Thane Burnett photo)



Their journeys will suddenly be guided by computer chips and data streams, rather than mechanical handles, clicks of an outdated language and amp meters fluttering along with the currents.



The view from the TTR John Street Tower (Steve Bradley photos)



This undated, vintage shot shows the controls have not changed much over the decades. (Metrolinx photo)

The change will coincide with other, separate but connected improvements and advances.

Metrolinx does not dispatch trains right now. As the interlocking system is being brought into the digital age, the transit agency is preparing to dispatch all GO and UP Express trains using the 'GO Transit Train Control System'.

It's unclear what will happen to the locker that's been in service since 1932, along with the unique walls of relays clinging to their wooden supports, across a system spread out from the three watchtowers.

Some of those relays haven't been taken down off their supports for an overhaul since the 1950s.

But for now, they keep time for Canada's largest rail passenger facility – as they've done for as long as anyone alive can remember.

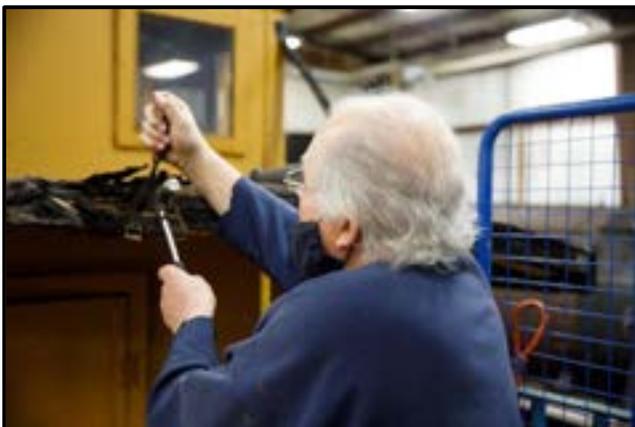
Volunteer Spotlight – Brian Ray

Brian Ray has been volunteering with the Waterloo Central Railway for several years now and his talents and knowledge of various trades has been a windfall for the WCR.

His interest in trains goes back to when he was a small boy, so it is no surprise that he fits in so well with the WCR team.

Brian is a mechanical engineer by trade. He is interested in any heavy equipment, “the bigger the better” he says.

So, it is no surprise that No. 9 attracted Brian to spend his retirement volunteering at Waterloo Central Railway.



Not being one to sit around and always having had an interest in steam engines, joining WCR was a natural fit for him.

Growing up in Dryden, Ontario, Brian lived close to the main CPR line. He remembers steam locomotives frequently switching only four blocks from his home. A favourite toy from his childhood was a mechanical stationary steam engine. This was a popular kid's toy in the 50s. He remembers it having a blue flame and accidentally lighting some things on fire at times.



As a boy he would frequently go stand beside the tracks and watch for hours the trains pass and the men working on the locomotives. He recalls standing so close that he would get blasted with cinders.

Brian has worked on several projects at Waterloo Central Railway over the last two years. One of his favourite projects is building the new shelters for Elmira and Northfield as it was a new type of challenge for him.



While he is not a carpenter by trade, with a little help with the drawings from his son-in-law, Brian was able to build a brand new shelter for the stop at Northfield Drive, and repurposing an existing shelter for the Elmira stop. We look forward to sharing these with our passengers next year. He has also been instrumental in the restoration of TH&B caboose No. 61.

When Brian is not at the shop, he spends much of his time restoring antique cars. Some of the vehicles he has restored include a 1929 Ford pick-up, two 1934 Chevys, and a 1956 Thunderbird. The vehicle he currently drives is a restored 1933 Buick. Brian's skills and ability to adapt and conquer new projects have been an integral part in helping Waterloo Central Railway work towards achieving its mission and we look forward to seeing what project he accomplishes next.

The Wolsztyn Experience – Steam in Poland – Part 3 - *David Banks*

Early morning of 30 May 2008 finds Fred Beeton and myself making our way by car to Wroclaw to catch a train to take us up the mountains to Lwowek a little town of about 3000.

A great train ride through very rural Poland, farmers stacking hay by hand in the fields, some very beautiful countryside and lovely old farm buildings. We arrive in Lwowek and meet our American friends Alan Phillips and Jay Boggs who had been on the train in the morning to bring it up. It was a school special, beautiful vintage passenger cars nicely restored and pulled by locomotive Tkt-48 standard gauge 2-8-2T.

It was lunch time when we arrived and we were invited to join in for a bowl of hearty Polish sausage soup and bread, which was excellent. Allan and Jay said it was a great trip up but had not been allowed to drive as the engineers had not been up this route for years, so they said do not expect we would be able to drive.

What happened next was very unusual. These were young public school kids and I was putting my bag in the cab of the loco, when I was quickly ushered away. All of a sudden a SWAT team appears, firing blanks. Some enter the train and pull a “bad guy” out through a window, much to the delight of the kids. They were then given rides on the teams four by fours.



I did meet up with Irek who I had driven with the day before and he was complimenting me and telling his mates that this Canadian tourist was a great fireman.

We were getting the train ready to go and he comes over to talk to the crew Yorik and Stanishlov.

Next thing I know I am invited to drive.

We left at 1300 hours for the 4 hour run to Jelna Gora.

We were running backwards for the run down the mountain going through a couple of tunnels. Quite the experience, and I was allowed to drive the whole run. We arrived at Jelena Gora and were double headed to an electric loco for the run back to Wroclaw.

Once again Irek speaks to the driver and we were invited into the cab and we both had turns at driving. We left at 1800 hrs arriving Wroclaw at 2300 hrs and put the train away and banked the fire. Our sleeping accommodations was in a passenger coach in the sheds.

No dinner, we were starving, I had an apple and bag of bacon rinds which we shared. 0500 hrs came early and we were helping get the loco ready at 0530 hrs.



Our Polish engineers were Stanishlov and Yorik





31 May was our last day and it was to be hot. We made up the train after tending to the fire and helping with lubricating the loco. I drove it into the station which was a beautiful glass covered, with 6 platforms.

We then uncoupled the engine and ran around to pull the train backwards for a 0752 rs. departure to Jelcz Laskowice, a 54 mile round trip.

A quick trip into the station to find breakfast and water. Today it was already heading to 30 deg.C.

If Jelcz Laskowice sounds familiar that was the area where a couple of years ago a group of treasure hunters claimed there was a tunnel with a train load of Nazi gold and art, which was never found. We split the driving and firing for the 1252 hrs departure and the last 1552 hrs departure.

At each end of the run we drank a litre of water and never went to the bathroom, sweated it out, was it even hot on the footplate. In the picture above there is another section of glass roof behind the loco. We were told during WWII a Germany bomber dropped a stick of bombs and took out that section, it was never rebuilt, but left as a reminder of what happened.

It was then back to Wolsztyn for our last night and then to Poznan the next day for me to catch a flight back to rejoin the family in the U.K.

A fantastic week, one that I will never be able to repeat, with lots of great memories and met some truly wonderful Polish people.



WCR's "New" RDC's Update- The Process

The last several months have been devoted to making mechanically ready the 5 RDC's acquired from VIA (6205, 6138, 6148, 6135, 6111) for shipment by CN from VIA's Toronto Maintenance Centre (TMC) in Mimico to St. Jacobs. The two that had been there the longest RDC's 6111 and 6135 required the most work to make them ready.



WCR RDC's on the TMC exterior track where the work was performed.

These efforts have been led by Chris Fox who is a locomotive engineer with Metrolinx and is also one of the most renown and knowledgeable people in North America with respect to Budd RDC units. He has been a decades long volunteer at Halton Radial in Rockwood and is also the Chief Mechanical Officer at Rapido Trains saving former RDC VIA 6133 from the scrapper's torch in Moncton and the Chief Mechanical Officer of the VIA Rail Historical Association.

We can never thank Chris enough for his work as it was almost all performed outside in winter conditions laying under rail cars and all during a pandemic. He also travelled to our shop to take out parts from the trucks on our 6006 so we could use those parts on the trucks of 6111 to replace missing parts allowing it to move.

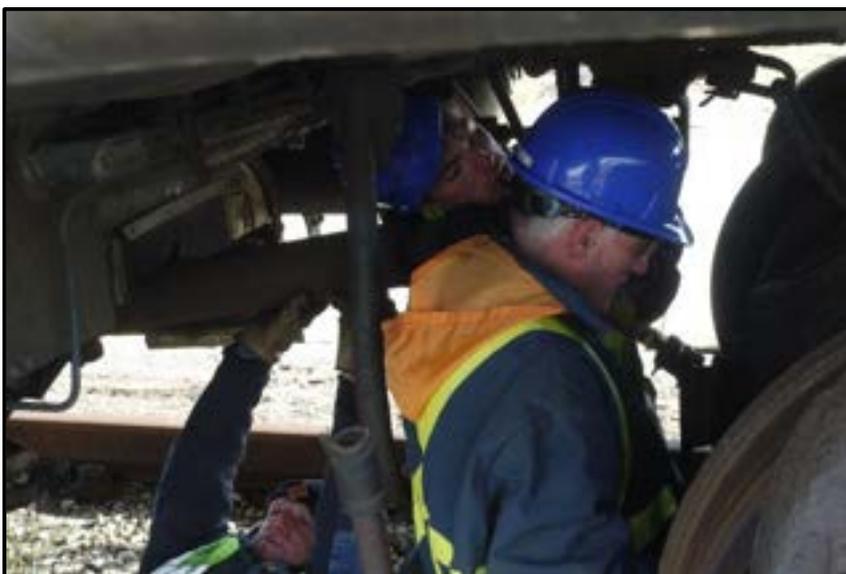
Along with Chris we owe a debt of gratitude to our staff and volunteers Matthew Schilling, Norm Gelinias, Greg McDonnell and Brian Craus.

The major areas of concern dealt with compromised air lines, air braking systems and related parts which over the years had fallen into disrepair. A working air brake system was critical for CN Mechanical approving the equipment for the lift by CN to move by freight train to St. Jacobs.

Not only were repairs required but sourcing old parts was a critical part of this process either by borrowing from existing Rapido RDC equipment or purchasing new or rebuilt parts. On that note we owe Jason Shron the CEO of Rapido Trains a tremendous amount of thanks for loaning us a treasure trove of parts to make this happen. Items of need included air reservoirs, brake cylinders, seized brake calipers for the disc brakes, brake shoes and a myriad of other problems. When one thing was fixed another issue replaced it.



Borrowed air brake reservoir is installed in 6111 to replace one that had been removed over the years.



Each RDC unit has a direct drive shaft from the diesel engine slung underneath to one axle per truck assembly.

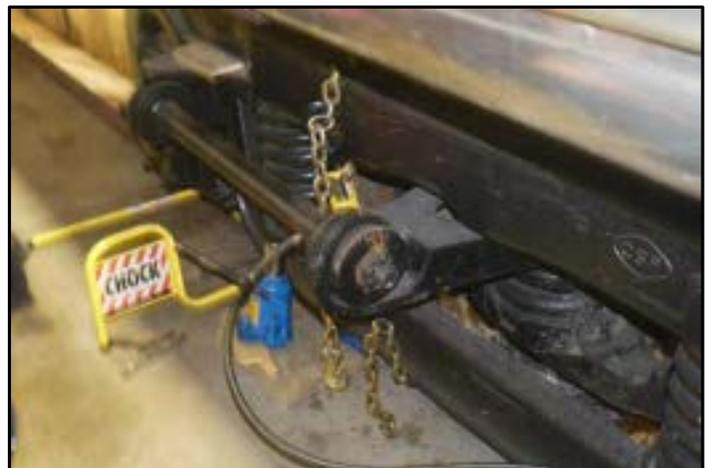
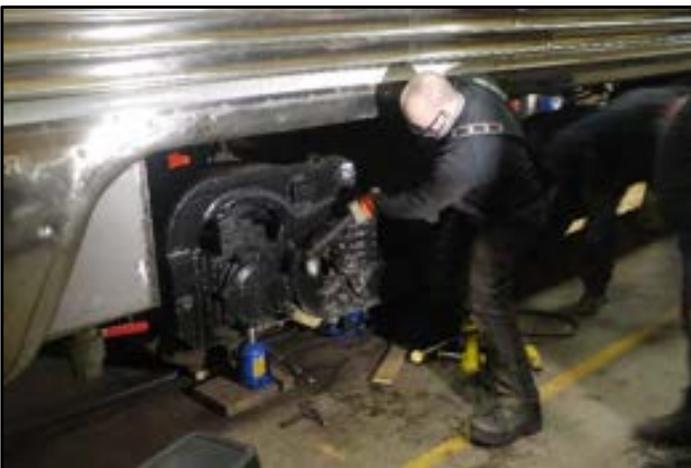
To move these units CN required that the drive shaft be disconnected from the transmission-torque converter on each axle. Norm, Greg & Matthew are shown here disconnecting the driveshaft on 6111 and slinging it in the bracket designed for this use.



Apart from missing parts, a significant challenge was that 2 of these cars had not moved in between 20 and 30 years, while the others have been there in excess of 10 to 15 years. Although equipped with roller bearings, they are a greased roller bearing and each bearing cover (40 in total) had to be removed and each journal regreased individually as shown in these two photos.



Chris rebuilding the disc brake air cylinder at his home and reinstalling it in the field.

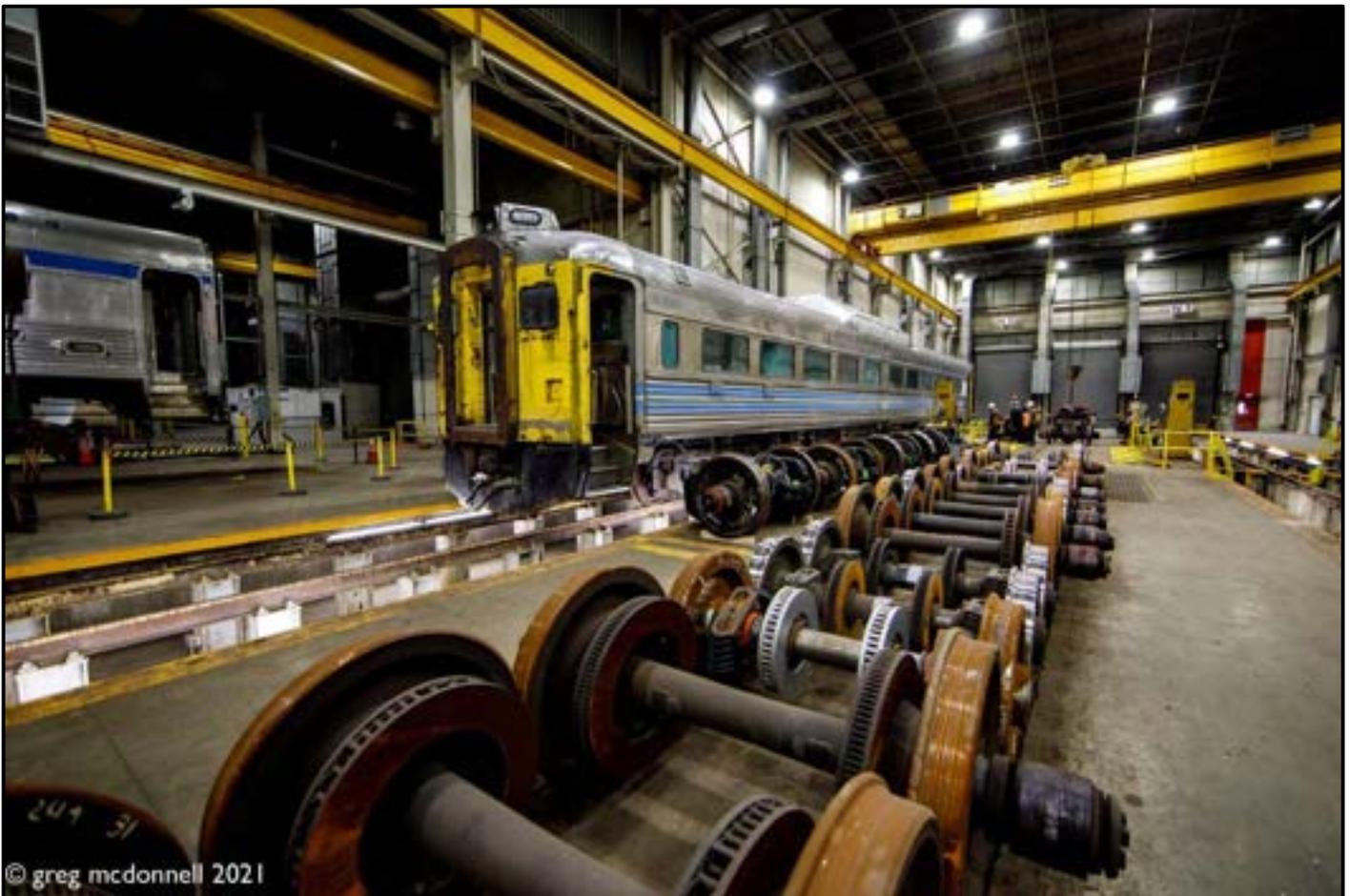


All 8 saddle blocks being temporarily removed from both trucks on 6006 at our shop in St. Jacobs to be installed in 6111 at TMC for the trip here.

We were also faced with a bad order wheel with a metallurgical defect on 6111 which required replacing the entire wheel/axle and the two bearings. We were able to source a “new” axle and two wheels with bearings (shown to the right) which had to be craned and trucked to VIA for the work to take place.



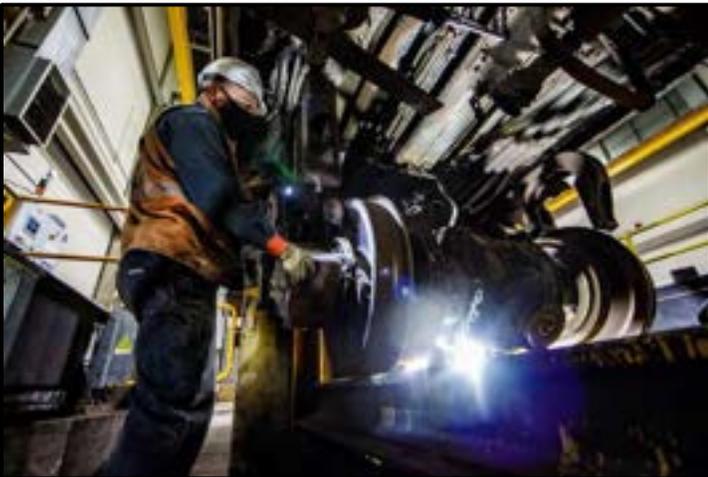
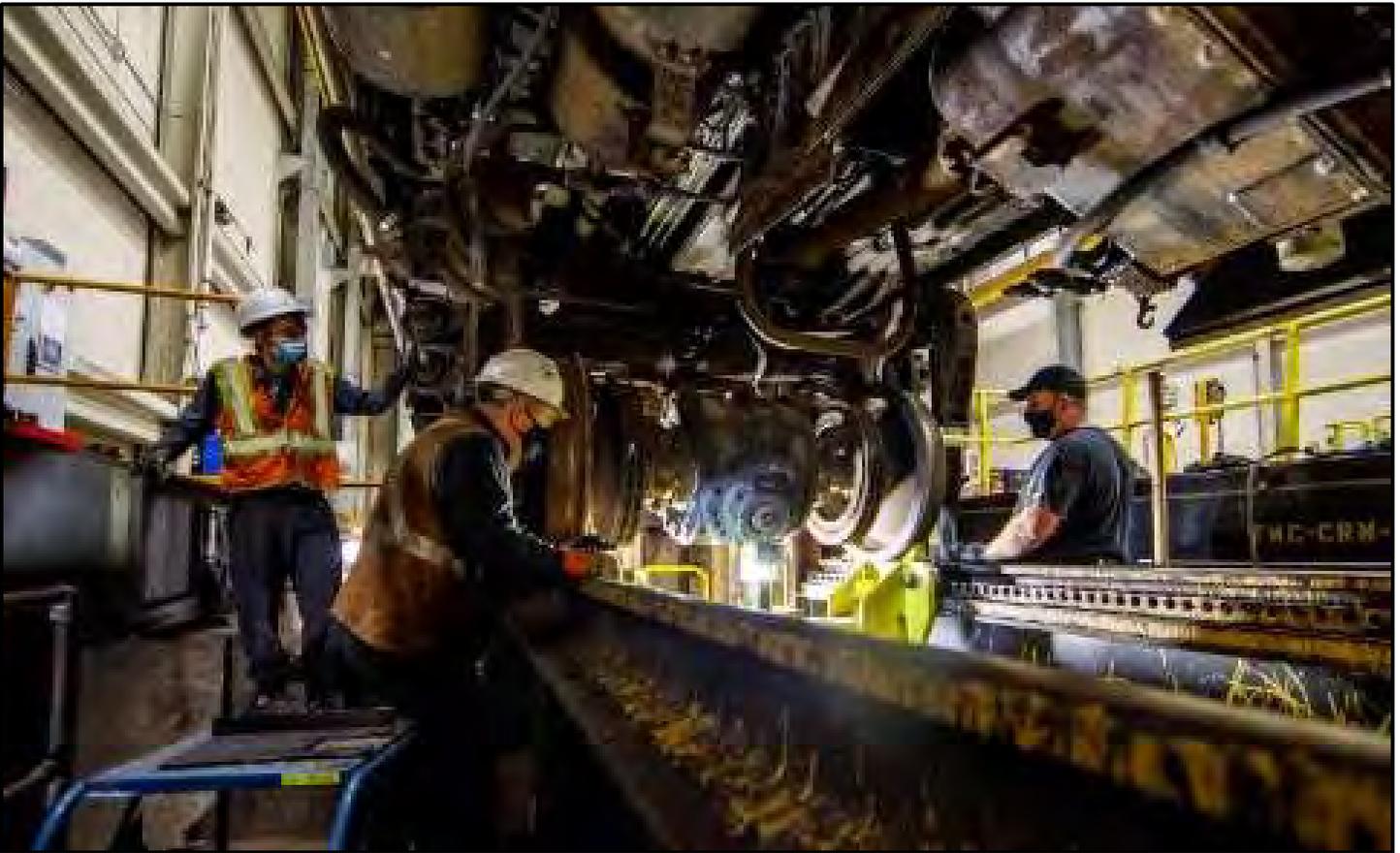
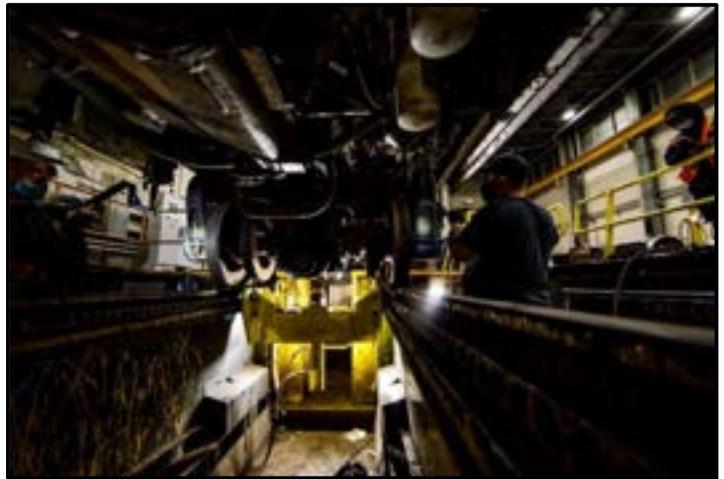
This is major work which could not be done as a field repair. We arranged with VIA who graciously allowed us to use their pit and drop table which took place on a Sunday in the VIA wheel shop. It cannot be said enough how grateful we are to VIA for their continuing assistance and cooperation.



WCR RDC 6111 in the VIA shop on the drop pit track in preparation to replace the wheel and axle.

The entire axle drive transmission and wheels were dropped out of the truck assembly and the “new” wheels and axel installed. Chris, Brian, Greg and Matthew performed this task on their week-end.

Removal of the old wheel and replacement process with new wheel in 6111's truck.





Numerous air line and air brake components had to be rebuilt across the board.

These photos show a small cross section of what was done to each car relating to the air brake and control system to not only be safe for movement but also compliant with Transport Canada regulations and requirements needed to pass muster with CN Mechanical to get them on their way to St. Jacobs.

All of this except for the wheel replacement were outdoor field repairs in the cold and snow going back to early November.



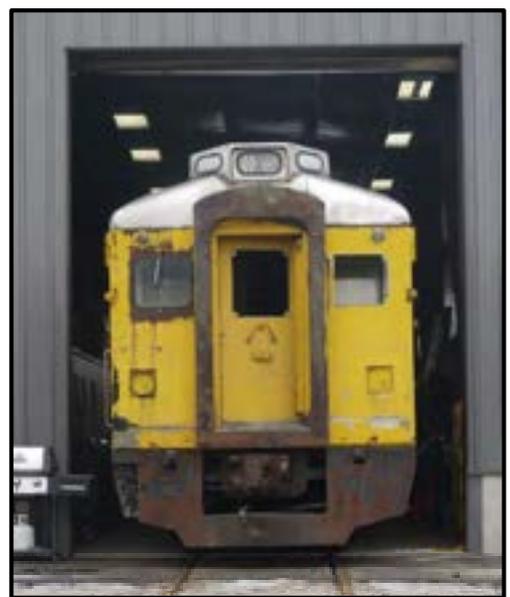
The final steps required for our RDC's to be lifted by CN was a check by the CN Mechanical Dept to ensure they we mechanically fit along with an air brake test and then we stenciled our reporting mark of WCRX on each car.



Due to the non-aligning couplers on these five RDC's they cannot move by freight as a group but only travel in a maximum number of 2 cars per trip. This has required 3 separate lifts and freight trains to complete the move. They were lifted by CN at VIA TMC Mimico and taken to Oakville Yard and then Aldershot Yard after which they were moved over the Halton Sub to MacMillan Yard (Mac Yard) in Toronto. Once there they traveled to Kitchener and then to our Restoration and Maintenance Facility in St. Jacobs.

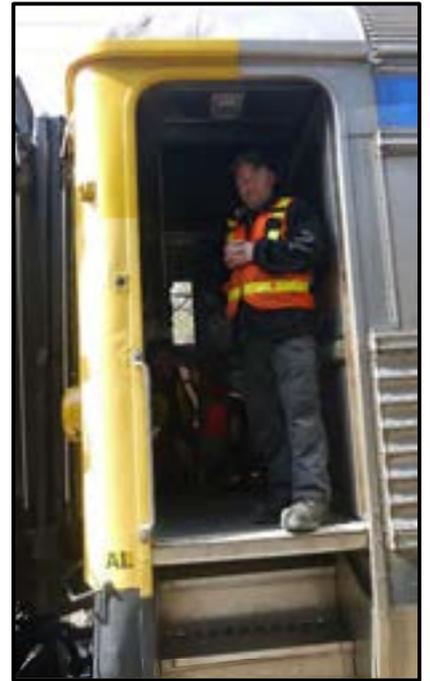
We received 6111 and 6138 on Thursday, March 11th while 6148, 6135 and 6205 arrived in Kitchener on March 16th and in St. Jacobs the following day. The photos below show the marshalling taking place in St. Jacobs to put the first two units away and then readying our yard to provide the space needed to store the remaining three units when they arrived.







The arrival of 6135, 6146 and 6205 from CN Kitchener Yard to their new home at our St. Jacobs Restoration & Maintenance Facility.





The day the last units arrived we started the process of developing a mechanical plan to get 6148 and 6135 running again followed by 6205 and then 6111 and 6138. At the same time a cosmetic restoration will be taking place.

Our long-range plan is to preserve 6111 in its original CNR colour scheme and while these first 2 units delivered this week have at times been called the scrap units, we have no plans to scrap anything but eventually get them all in service again.

As a reminder of our plan for these units, and the numbering and colour scheme they will be restored to, please see WCR Press Eighth Edition.

ION-KEOLIS New LRV 515 Arrives in Waterloo Region at WCR

Recently for operational reasons the ION Light Rail Transit system operated for the Region of Waterloo by KEOLIS received delivery of an additional Bombardier-Alstrom LRV unit. When the original units for the ION system were delivered prior to the commencement of service, different delivery requirements were in place. Current requirements necessitated that delivery methods had to be adjusted with the LRV units being delivered by CN to the WCR in St. Jacobs first and then taken on the Waterloo Spur to KEOLIS facility in Waterloo by the Northfield Drive Station.

We were happy to assist the operation by offering our track in St. Jacobs for storage as well as a location to remove the LRV unit by ramp. We also provided a locomotive and crew to do the marshalling required along with flag protection between St. Jacobs and Northfield Drive in Waterloo during the operation and movement. Once the LRV unit was off the flatcars and on the rails of the Waterloo Spur it was taken by trackmobile to Waterloo for transfer to KEOLIS.

It goes with saying that the image of a LRV unit transversing Woolwich Township farmland was a sight to see. These photos start with the arrival of the LRV on 3 flatcars in the CN yard at Lancaster Street through its unloading and transiting the countryside to Waterloo. The transport and unloading was handled by Western Dimensional of Barrie.







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The ramp is hoisted in place to remove the LRV from the flat cars to the rails of the Waterloo Spur.



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The trackmobile couples to the LRV and pulls it from the flatcar.





New Track Construction At The Shop Continues

Our work to complete the new turnouts (switches) and track construction at the shop continues with the advent of spring like weather and snow cap melting away. In the late fall the turnout from the Waterloo Spur main track was completed by PNR and TDK and has been waiting for the rest of the track construction to continue.



Those efforts got underway this past week-end through the efforts of Stephen Eadie, Doug Sword, Craig Grant and Matthew Schilling who commenced the process of laying the ties for the 2 new shop tracks and another turnout. We hope to undertake this process each Saturday going forward until all the ties are laid and then we will work on laying the rail we have in our inventory.

Thank you to Matthew Schilling for these photos.







DONALD J. BROADBEAR – Member – North America Railway Hall of Fame - *Inducted 2010*

In honour of the recent 90th birthday of Don Broadbear, the man behind SOLRS and the restoration of our former Essex Terminal Railway steam locomotive No. 9, with the permission of the CASO – Canada Southern Railway Station & Museum and the North American Railway Hall of Fame we are reprinting this story on Don.

Don Broadbear has maintained a life-long dedication to railway preservation in Elgin County. Also noteworthy is his time spent working with the Ontario Rail Association to operate some very successful steam excursions out of Toronto. Donald Broadbear is the only son of Percy Broadbear, a career locomotive engineer with Canadian Pacific Railway.

At the age of seventeen he was hired by Canadian Pacific as a wiper in the shops and was soon training as a fireman on steam locomotives. Father and son purchased the Huntsville & Lake of Bays Railroad in the early 1960s.

This railway, though successful for many years, became less profitable as the use of cars and trucks increased until ceasing operations in 1959. The steam locomotives, track and equipment were moved to St. Thomas, Ontario and became the popular tourist attraction known as the Pinafore Park Railway.



Don Broadbear

Photo by Jonathon Morris

The Broadbears and a handful of volunteers worked diligently for some time, spending all their spare time and personal finances to fund the project. The railway came with two 0-4-0 saddle tank steam locomotives which were non-operational at the time of purchase. Donald arranged for the first engine to be placed in his back yard at his home on Charlotte Street, in London Ontario. The locomotive was restored to operating condition and was moved back to St. Thomas where it began pulling tourist passenger trains.

In 1984, the steam locomotives were offered for sale by Don and were purchased by the newly-formed Huntsville and Lake of Bays Railway Society and brought back to Huntsville. The steam locomotives returned home after an absence of twenty-three years. The Pinafore Park railway however, continued to operate with diesel power.

In the summer of 1997, the railway (along with the old station, the water tower, track, diesel locomotive and coach) was sold back to the Huntsville and Lake of Bays Railway Society by Don. The final piece of the railway was going home. Don and his father had inadvertently "saved" the railway from destruction by providing a good home for it for more than thirty years.

This small railway was truly a labour of love for Don. The city provided a space for the railway to exist, however, the rest was up to the owner. Don certainly never made any financial gains from operating the railway as the cost of its yearly operation exceeded earnings from the public trips. Don's knowledge, ingenuity, perseverance and tenacious attitude towards the project were what kept it alive for so many years. During the years of steam however, many young men were introduced to the wonders of steam locomotion and the challenges of maintaining them. Don was able to pass on his knowledge of steam locomotives and railroading to volunteers who were interested in learning. Many were even trained on how to operate them. Some of these men went on to be successful railroaders, stationary engineers, and engineers/tradesmen for General Motors.



During the 1970s Don was selected as one of the "designated engineers" to operate Ontario Rails steam excursions. These excursions frequently ran out of CPR's John Street Roundhouse in Toronto utilizing steam locomotives ex-CPR 136 and ex-CPR 1057. As the Ontario Rail group was a not-for-profit organization, Don and other engine crews would donate their time while preparing and operating these locomotives. As Don was highly regarded as a fine steam locomotive man and locomotive engineer, he was handpicked by CPR and Ontario Rail for these assignments.

Don Broadbear was one of the founding members of the Port Stanley Terminal Railway (PSTR). In 1982, a washout at Union rendered the section of rail between St. Thomas and Port Stanley unserviceable by CN. It was then that Don and a group of others formed the Port Stanley Terminal Rail Inc. to purchase the line and rebuild it into an operating railway.

Don led the charge on various projects over the years. Some of these major projects included repairing the critical washout, and moving equipment to the site from as far away as western Canada. Trees, weeds and mud buried the right of way and road crossings had been paved over.

The fourth and final aspect of Dons accomplishments are those that have taken place while volunteering with the Southern Ontario Locomotive Restoration Society (SOLRS). The story of former Essex Terminal Railway 0-6-0 switcher No. 9 is a remarkable one. There had been a group attempting the restoration of No. 9 in Nanticoke. However, the project had begun to stall by 1993. Don had been approached regarding taking over the project as he was among only a few in Canada with the expertise required to tackle such an assignment.

By this time Don had over 43 years of service as a locomotive engineer with the Canadian Pacific Railway working out of London and was approaching retirement. He accepted the project and retired shortly after. No. 9 arrived in St. Thomas on December 23, 1993 in more than 500 pieces on five rails cars. The restoration would begin.

Don worked with relentless tenacity to plough through a project of this magnitude with a limited budget and using only volunteers. He was always an excellent leader who had a knack for educating and encouraging others who were willing to learn. Some of the projects that were required to allow No. 9 to operate again were not just difficult in labour and time, but required specific knowledge of steam locomotives and some of the scientific aspects behind them. Don in essence became the boilermaker, pipe fitter, steam fitter, labourer, shop foreman, welder, educator, engineer, designer, fabricator, locomotive engineer, and the list goes on. While he had excellent people working with him on the project as well, Don had to wear all the "hats."

In October 1997 the engine was fired up and operated under its own power for the first time since 1963. After four years of intense work, No. 9 was operational once more. Don is one of only a handful of individuals in the North America to lead a project of this nature. Very few who attempt these types of projects (particularly on a volunteer basis) ever see the finished product.

However, the work was not yet complete and the project continued through the winter to prepare No. 9 for steam trials in the spring of 1998. No 9 continued to operate successfully out of St. Thomas, on occasion pulling excursion trains to Windsor and Guelph.

Don is currently leading the restoration of 0-4-0 tank engine No. 124 with a handful of dedicated volunteers who have remained loyal to the cause of steam in St. Thomas. Don will be 80 in February 2010. He continues to volunteer on various projects between the Elgin County Railway Museum, and the Waterloo Central Railway all while working six days per week on No. 124. He expects to have No. 124 operational by 2011.

Don has been educating many on the inner workings of steam locomotives for over half a century, always volunteering his time. He has been involved with many schools in the London/St. Thomas area taking the time to enlighten children on the wonders of steam locomotion by giving class room talks and shop tours. He frequently took "at risk" high school students under his wing and would assist these challenged teenagers on learning "hands on" trade skills. Some of these teens came away from the experience changed in a very positive way.



The Platform

The Platform is a video podcast for the railfan and model railroader alike and the brainchild of Bob Fallowfield who is one of our active volunteers.

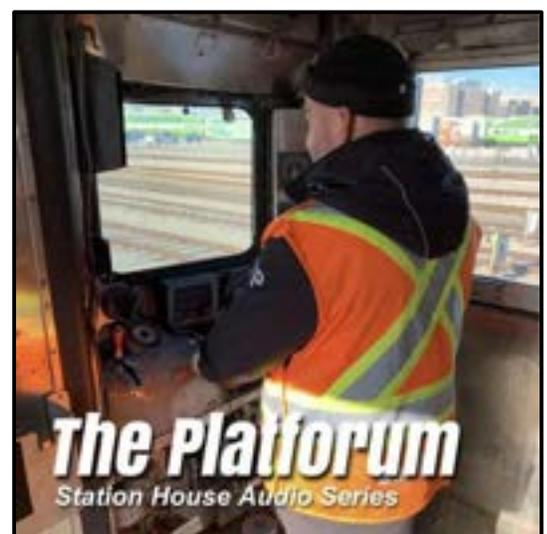
Check out this audio series from February 23rd, 2021 featuring Chris Fox of Rapido Trains.....aka: Soup.

"The Platform" Station House Audio Series: Soup For The Soul

The Platform Station House Series is an audio-only version of The Platform vidcast.

In this episode, Fox and Fallowfield continue their discussion surrounding the Rapido Trains preservation projects

["The Platform" Station House Audio Series: Soup For The Soul from The Platform on RadioPublic](#)



WCR Today

61

We enter 2021 with the restoration work on Toronto Hamilton & Buffalo caboose No. 61 nearing completion.

Brian Ray is finishing up the replacement of windows with reproductions of the original wooden ones and replacing rotting wood throughout the caboose. Grant, after restoring almost 500 steel rivets on the exterior steel cladding, is restoring its colours to the 1950's vintage paint scheme of TH&B cabooses using the Ti-Cat yellow paint scheme of that era.



Brian, Grant, Brad Bennett and Mathew have removed the oil stove and fuel tank readying it for a wood-coal stove representative of when it was first built. We are undertaking a search for the correct type and style of stove.

The interior is being repainted along with the removal of the kitchen cupboard additions to get it as close as we can get to its original layout.

New seating cushions are being made to compliment the premium mixed train passenger service this caboose will play a crucial role in.



Greg McDonnell has undertaken to have the artwork developed for the stencils and lettering which have started to be applied and will hopefully be done by the end of next week.



Waterloo Central – Operational Safety

Ministerial Order MO 21-01 - Procedures to Prevent Accidents Caused by the Unintentional Release of the Locomotive Air Brakes.

On March 10, 2021 the Minister of Transport issued Ministerial Order “MO 21-01” pursuant to Section 32.01 of the Railway Safety Act (RS) as a result of findings related to the following to railway accidents and derailments.

On February 1, 2021, a Goderich and Exeter Railway train, after having been brought to a stop on a 2.5-3% grade at the Port of Goderich Ontario using an application of both the automatic and independent brakes, began to move and rolled in an uncontrolled manner over a distance of 8400 feet reaching a maximum speed of 29 mph and came into contact with a structure and two motor vehicles.

The locomotive engineer had left the units cab and was on the ground performing another role when the train started to move

Two locomotives and several freight cars of the train derailed as a result.



GEXR derailment in Goderich harbour.





An accident with a similar cause occurred on November 29, 2016 when a Canadian Pacific train rolled out of a siding and collided with a stationary train parked on the main line near Estevan, Saskatchewan.

Whereas in both instances, the air brakes appear to have been inadvertently released.

In the interest of safe railway operations, under section 32.01 of the RSA we are ordered to follow the procedures set out below to prevent accidents caused by the unintentional release of the air brakes:

1. In order to hold the train movement or locomotives stationary, the locomotive engineer before leaving the controlling locomotive cab to perform duties:
 - a. Shall fully apply the independent brake on the locomotive(s);
 - b. Removes the reverser on the locomotive; and
 - c. Apply the automatic brake, if required.
 - d. Set (apply) the handbrake in the controlling locomotive.
2. If the automatic brake is applied, immediately after stepping away from the control stand, the locomotive engineer shall visually confirm that:
 - a. Gauges do not indicate a possible release of the air brakes; and
 - b. The automatic brake handle remains in the service position.

3. The locomotive engineer shall communicate the measures taken described in sections 1, and 2 with the Conductor and if the Conductor is not available another employee/volunteer.
4. The WCR will develop a list and identify and communicate to employees/volunteers any locations or conditions where the WCR prohibits the locomotive engineer from leaving the locomotive cab to perform duties and shall ensure that the locomotive engineer does not leave the cab when so prohibited. As of this date there are no such locations on the WCR however a list is under development and when complete will be issued in a DOB as well as included in the WCR Time Table.

This Order remains in force until the Canadian Rail Operating Rules (CROR) revisions are approved by the Minister and this Order shall also appear in the SOLRS-WCR SMS Plan List of Safety Instruments.

The WCR has the ability to add provisions and rules to the WCR CROR specific to our operation. Under Section 1, item "d". requiring the application of the handbrake on the controlling locomotive, is a WCR rule and goes along with our "all cars – all handbrakes applied" rule. This ensures one more level of safety to our operation.



While it is not completely known how the automatic brake was released, this view of one of our locomotive cabs shows the close clearances for the locomotive engineer in the cab and the area of their seat. It is easy to see how someone with a heavy winter coat when passing by the brake stand could without their knowledge brush against the brake handle and the brake could be released. This is where we must be extremely vigilant.

Waterloo Spur History



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*Forty-six years ago on the trestle over the Conestogo River in St. Jacobs CN GP9 4515 and train 456 en route to Elmira.
February 11, 1975*



As seen from the caboose cupola CN wayfreight lead by CN 4505 & GTR 4436 is heading to Elmira through a Waterloo that is no longer this way prior to the construction of City Hall with an exposed Schneider's Creek and old wooden bridge. February 1972



In Elmira CN 4505 & GTR 4436 are switching out what was then Uniroyal Chemical and now Lanxess. February 1972

Local Railway Perspectives – Winter Then & Now



In January of 1971, CNR 6218 on a fan trip through southwestern Ontario.



In February of 1972 CN passenger train No. 154 led by FP9A 6526 travelling from Sarnia to Toronto leaves Kitchener passing under the Margaret Avenue bridge



In February of 1972 CN passenger train No. 154 meets freight extra GTR 4436 west at Mile 36 on the Guelph Sub.



Extra GTR 4436 West heads west to Kitchener and then to Elmira. After switching out Elmira they will head south on the Waterloo Spur to Kitchener and then home to their terminal of Stratford. February 1972



Below Extra 4505 West leads a brace of 4 GP9's passing the Kitchener station on their way to Toronto. All of this activity took place in February of 1971.





© greg mcdonnell 2021

Knowing that Kitchener-based CN local 540 has had a pair of 4100 series GP9s all this week, I took the scenic route back from the shop this afternoon. The timing couldn't have been better: CN 4102 and 4130 were rolling beneath the Margaret Avenue overpass as I got to the East Yard. The timing got even better as the Geeps met a northbound ION LRT at Hayward Ave. I'll always associate this part of the former Waterloo Sub (now the Huron Park Spur) with the olive green RSC13s and wooden vans of boyhood. But I have no complaints about the current state of affairs. Fifty-nine years ago, when my brother and I raced on our bikes to watch CN 1700s amble along with the Galt wayfreight we never dreamed that one day catenary would be strung over the right-of-way and Geeps would share the space with modern-day interurbans. - Greg McDonnell

Everyone Loves A Snow Plow



In January of 1971 CNR Plow Extra 4513 West arrives in Kitchener



In March of 1975 CN Plow Extra breaks through the drift after crossing the Conestogo River heading towards Hawkesville Road.



In February of 1972 CN plow extra heading west and then ultimately to Elmira sits at the Kitchener Station while the Plow Foreman works on the plow cupola roof to free snow from the air horns.



In January 1976 CPR Plow Extra skirts Belwood Lake outside of Fergus.



In January 1976 CPR Plow Extra arrives in Owen on rails that are no longer there.



Sometimes things do not go as planned. Snow can be the demon and unforgiving on winter railroading. January 1976

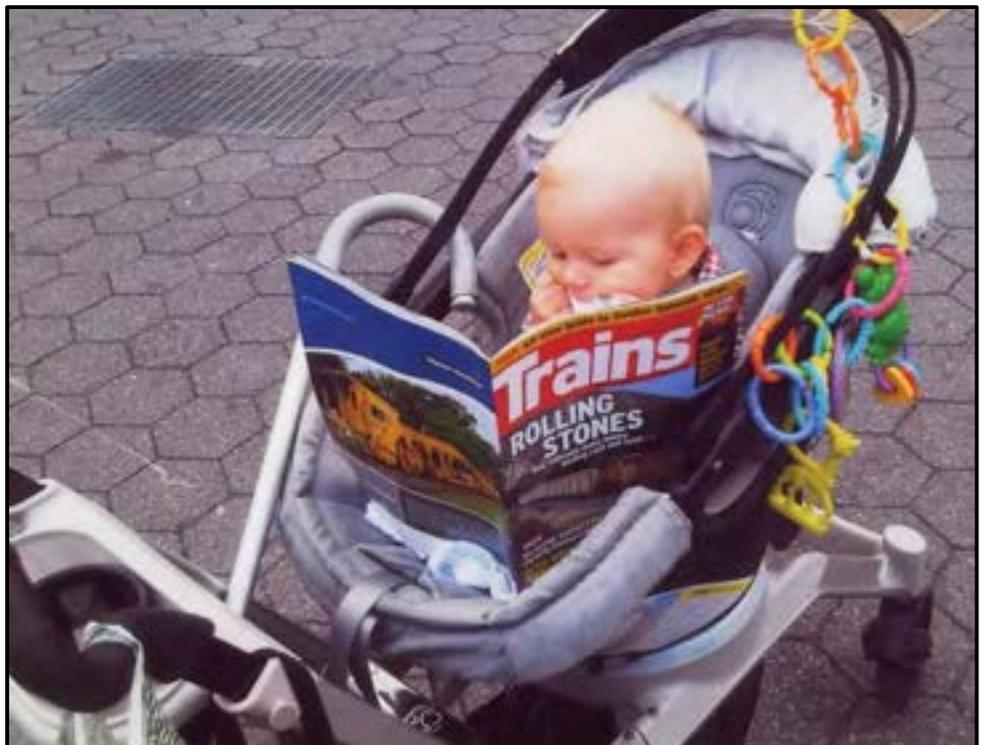


VOLUNTEERS

The backbone of this organization is our corp of volunteers who without we could not operate.

We have numerous opportunities if you are interested in areas as diverse as Trainman & Trainwoman on our passenger trains, Locomotive Engineers and Conductors, working in the Restoration & Maintenance Facility restoring and maintaining our heritage fleet of locomotives and rolling stock along with administrative functions in areas such as sales, marketing, communications and social media.

If you are interested please contact us through our website or Facebook.



COVID-19 Operational Update

We continue to face the impacts of COVID-19. Recent infection numbers in Ontario are again rising with the possibility of a third wave. The health and safety of you and your family, our crews, volunteers and staff are our number one priority. While we closely monitor all information regarding COVID-19. We are working on a plan to commence operations when it is again safe to do so and hope to release it soon.

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.

Editorial Contributions & Acknowledgements

A special thanks to Chris Fox, Brian Craus, Jason Shron & Rapido Trains along with Andre Funnell for their on-going support and assistance for our RDC acquisition. This along with many thanks to Norm Gelinas, Greg McDonnell and Matthew Schilling. We also would not be in the position of having these Budd RDC's without Joe Cianci, Director of Asset Management at VIA Rail in Montreal who just retired after a long career with VIA. We are also very appreciative of the assistance and guidance of Kim McInnis of Diesel Electric Service in Sudbury who are tasked with keeping the remaining VIA RDC fleet operating on the Sudbury – White River run. We would like to also thank those at CN who were very helpful in getting these units to us safely and in good condition – Mark Jones, Chris Allen, Larry Karn, Nicole Cain, Neil Chambers, Andy Gallant and many more.

Photos and articles by Greg McDonnell, Peter McGough, Matthew Schilling, Dave Banks, Steve Bradley, Paul Cordingley, Stephen Holst, Johnathon Morris, CASO Station and Metrolinx News.

To look at previous issues of the WCR Press going back to the spring of 2020, they can all be found on the WCR website at:

<https://waterloocentralrailway.com/about-us/newsletter/>



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- Director – Aaron Schnarr
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- Assistant Manager of Training – Russ Deacon
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- Office Manager, Ticketing & Customer Service – Anna Schnarr
- Accounts Payable & Bookkeeping – Claudia Dauria
- Honouary Chief Mechanical Officer – Norm Gelinas
- Honourary Master Painter – Grant Scheifele



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.