



THE WCR PRESS

VOLUNTEER & STAFF EDITION



Issue No. 8 - Tuesday, September 22, 2020

EIGHTH EDITION

This is our Eighth Edition of the WCR Press. We started this publication in the spring of 2020 as a way to stay in touch with our volunteers, neighbours and partners during the temporary COVID-19 Pandemic shut down of our operations. We also took this opportunity to showcase the initiatives being undertaken that are required to keep the WCR safe and ready for the time we are able to commence our operations once again.

We have enjoyed 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. The response to our publication has been heart warming and as a result we have decided to continue this as a regular publication of the Waterloo Central Railway and Southern Ontario Locomotive Restoration Society.



*Exactly what makes Waterloo Region and Woolwich Township so special to us.
Everyone heading home on a sunny but breezy summer afternoon at Scotchline Road.*

Photo by Greg McDonnell

Getting The Band Back Together Again

Over the last few years, the Waterloo Central Railway has been fortunate enough to become the new home to a trio 1950's era Montreal Locomotive Works (MLW) "S" series diesel locomotives.

The acquisitions started with ex-CPR S-3 6593 in a variation of its final action red paint scheme. A few years later it was joined by a pair of S-13's originally built for the Pacific Great Eastern Railway (PGE) in British Columbia but later in life on the Ontario Southland Railway (OSR) ending up in two very different paint scheme variations.



Photo by Ryan Gaynor



After our purchase and arrival from the OSR they were numbered OSR 501 and 502 but we have renumbered them to their original PGE numbers of 1001 and 1002.

The last step in making them our own was the final visual transformation by our Master Painter Grant Scheifele and his crew who painted all three by hand into the original CPR Tuscan and grey paint scheme. They are now lettered for the Waterloo Central to make them truly ours.



Photo by Grea McDonnell

Notes from the Firebox of No. 9 - Episode 2 – Kim Martin

(Musings of a pyromaniac continued)

How many times have you seen a fireman on a steam locomotive shoveling coal and wondered, is that all they do, just stuff the firebox with fuel and watch the fire all day?



The fireman on a steam locomotive is the most important and busy individual on the footplate. For the Waterloo Central Railway all firemen are trained and are either TSSA certified (Technical Standards and Safety Authority) or supervised by a TSSA certified individual.

Let me first explain what a steam locomotive is. I will define it as a large pressure vessel (boiler) that contains a volume of high-pressure water and steam. Unlike normal boilers this one is on wheels and goes up and down hills and around corners, with bumps and dips, sloshing the water end-to-end and side-to-side.



Now, as a steam locomotive moves, it uses coal, steam and consequently it consumes water as it is converted to steam. These consumables must be replenished to keep the engine moving, so coal and water are carried in the locomotive tender, just behind the engine footplate. For our 1923 steam engine No. 9, the tender can hold up to eight tons of coal and 37,000 gallons of water.

The fireman's job in the station is to ensure that there is enough fuel and treated water for the daily operation. (That is Job 1). The fireman must also ensure that all the lubrication of the engine has been completed (Job 2). The fireman must start the fire and bring the boiler up to operating temperature slowly, heating the boiler too fast can cause stress and potential damage to the boiler (Job 3). The fireman is responsible for operating the boiler after steam pressure is over 15 psi (pounds per square inch, Job 4).



The proper operation of the boiler allows the engineer to drive the train through the countryside without a worry and a smile on his face. If, however, the boiler is not prepared properly for the terrain, the engineer's job is one of worry and compromise as adequate power is not available to pull the train.

The fireman must anticipate the needs of the engineer and fire the boiler appropriately. For example, if a hill is approaching, the fireman must add energy (coal) to the fire to get enough steam to climb the hill. If the fireman waits until the engine is on the hill the fire will not instantly add the needed steam. The fireman will have to start well before the train approaches the hill to get ahead of the demand (Job 5). The fireman must also understand how the engineer uses the steam; is he heavy handed or does he treat the throttle gently.



As the train is moving and consuming steam, water must be added to the boiler. The fireman uses a steam injector to add water to the boiler, but wait, what if you are climbing a hill? What happens to the water? The sight glass and/or the tri cocks are used to understand the water level in the boiler, but as the engine moves it will jump around and the fireman MUST know how much water is in the boiler. It is the fireman's responsibility/duty to know how much water is in the boiler, always (Job 6). This is critical to the safe operation of the boiler.



As you climb a hill the water will pile up at the back of the boiler and the fireman will see a full sight-glass, however there may not be adequate water in the boiler.

Likewise, if you are going down a hill the water will pile up at the front of the engine and the sight glass will show a low water condition. As you accelerate and decelerate the same issue occurs, the water level is dynamic. The fireman must take all these variables in and add water to keep the boiler safe. Sometimes water must be removed through a blowdown to keep steam pressure controlled (Job 6.5)

The fireman must keep the boiler under control, the pressure vessel has safety valves that are set to go off (lift) at 180 psi. If the pressure gets too high these safety valves open and release steam pressure. The fireman is continually adjusting the water level and the fire to keep the pressure under control. The objective is to ensure the safety valves never lift (Job 7).

While the train is running, the fireman's eyes are dancing from steam and temperature gauges to the sight-glass, to the fire, to the terrain while listening to the sounds from the engine and how the engineer is controlling the throttle, and then back again.

Oh yes, and sometimes shoveling coal!



P.S. Shutdown procedures and all the paper forms at the end of the day are also completed by the fireman (Job 8 and Job 9).

Volunteer Spotlight – Grant Scheifele – Beverly Brenneman

Grant Scheifele has played an integral role in several projects at the Waterloo Central Railway throughout the past seven years. He can always be found with a smile on his face and often a paintbrush in his hand.

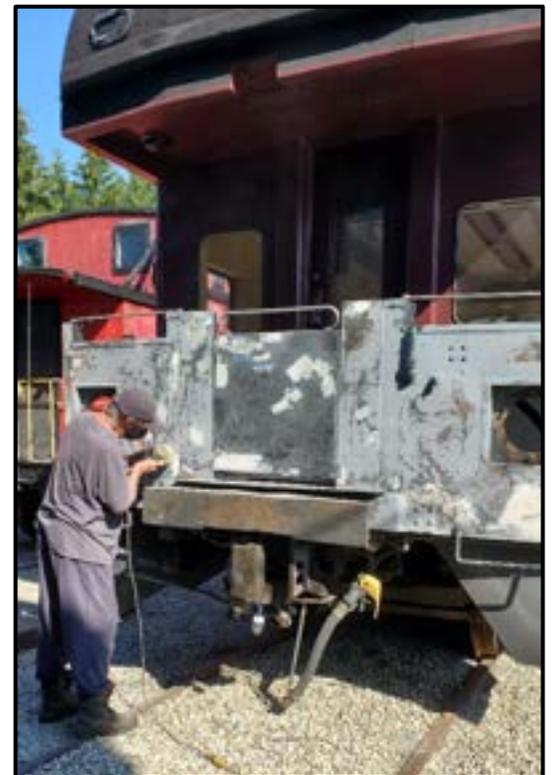
Grant retired in 2008 after 35 years of proudly working at the Waterloo Fire Department as Fire Fighter finishing as the Director of Training. He started volunteering at Waterloo Central Railway seven years ago. His son Brock was already a volunteer here and brought him to St. Jacobs to show him around. After that he says he “has been around ever since”.



On his very first day at the Waterloo Central Railway, Grant remembers vividly asking Irvon Weber, “What can I do?”. Irvon asked him if he wanted to clean out the firebox. So, with Grant being up for the task he climbed inside the tiny door and worked on cleaning the firebox alongside Kaitlyn Lies. It was in December of 2014 and he recalls being black from soot from head to toe after the job.

He has worked on several projects throughout his time here, often taking on a leadership role whenever a piece of heritage rail equipment needs a brand-new paint job. He has more than earned his title as “Honorary Master Painter”.

Some of the larger projects he’s worked on include painting our steam locomotive No. 9, three of our heritage cabooses, several coaches, and most recently leading the project of rebranding our railway with a consistent and heritage-oriented image with giving all three of our diesel locomotives the same original CPR Tuscan and grey colour scheme. Upon completion of the last diesel locomotive he completely prepped and repainted the open-air vestibule of our Business Car 150000. “It’s not just me,” he says, “it’s a team effort for sure”.



While Grant leads the team in painting, he is very thankful for all the help from other volunteers including (but not limited to) Brad Bennet, Brian Ray and the summer students. Our summer students, Glory and Sawyer, helped Grant and his team paint locomotive 1002. All the locomotives were painted by hand and took two to three months each to complete.

Repainting the three diesel locomotives has been one of his favourite projects, with the painting of No. 9 holding the top spot on his list.



Another project he fondly recalls is restoring baggage car 81. When it first came to the Waterloo Central Railway it still had horse stables in it as it was originally a horse express car used at times by the RCMP Musical Ride. Grant and other volunteers worked together to remove the remnants of horse stables and transform it into the display car it is today.

During the restoration on the Parlour/Dining car 6006 or “Budd Car” he recalls removing all the graffiti from the outside with oven cleaner. He then moved onto the inside and painted

everything inside to help complete the car so it could be added to our holiday trains as a lounge car for our passengers and future dining car.

While most of his time is spent in the shop, he does like to occasionally hop on the train, especially during the Santa and Polar trains. “I love the kids.” he says, “I put my vest on and joke around with the kids when they ask who is driving the train if I am here with them. I tell them I have it on a remote control”.

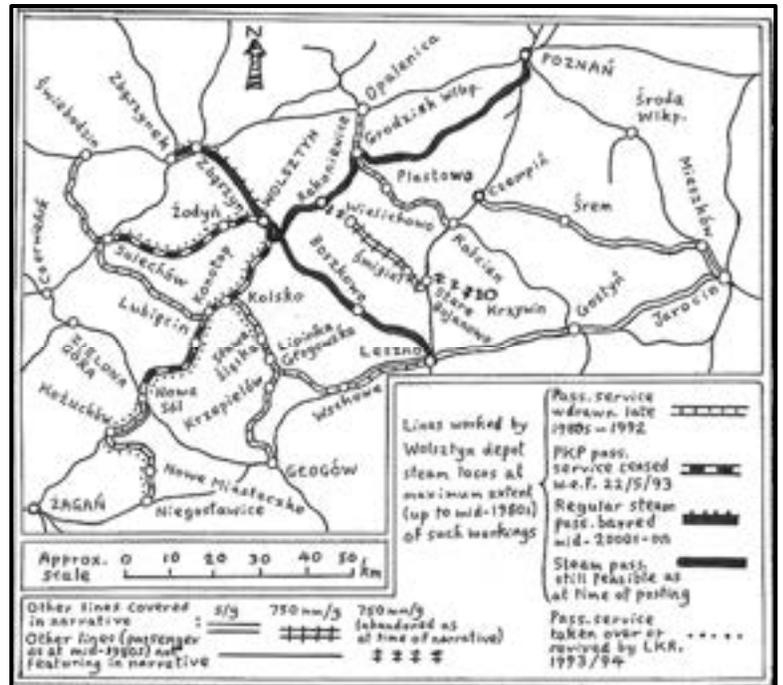
Even amidst the current uncertain times, we look forward to seeing what future transformations Grant will take the lead on. We cannot thank Grant and all of our volunteers enough as they are the backbone of the Waterloo Central Railway and the key to help us bring history to life.



The Wolsztyn Experience – Steam in Poland – Part 1 - David Banks

My experience started with an unexpected phone call from a long-time steam friend Michael Guy in 2007. He had been to Poland the year prior and done the Wolsztyn Experience and loved it, why did he call, to let me know 4 steam nuts from Ottawa Bytown Society were going in May 2008 and unfortunately one could not go. Within a flash I contacted the group and arranged to go with them, heck 2008 was my 60th birthday, what a present to myself. We booked a family holiday in the U.K with family and made arrangements to get to Poland.

A bit of background, The Wolsztyn Experience is the only regular steam commuter service in the world still running steam to this day. It has a wonderful engine shed in Wolsztyn complete with a great turntable, a heritage coaling and water station. It is run in co-operation with the Polish Railway PKP (cargo) and the Polish government.



Smigiel Station



Pt48 waiting for her crew. Note water standpipe on left

In 1997 British enthusiast Howard Jones went to see the steam and decided to stay and get involved. He successfully negotiated the continuation of the service and turned it into a worldwide attraction for tourists and railway enthusiasts. In 2006 he was made an MBE by the Queen for “services to steam railways of Poland and for U.K. Polish relations”

What is the “Wolsztyn Experience” you may wonder. Well you do not just get to look and see steam engines in operation, you get to drive them and fire them, from Wolsztyn to Poznan and Wolsztyn to Lezno, all under the watchful eye of the Polish engineers.

Accommodations are provided in the house they own in town or in the original quarters in the engine shed.

When our group arrived at the house, we meet 2 Americans and a gent from South Africa who was there for a month and been many times before.

During the week we were there we had a chance to drive a narrow gauge train that went through agricultural lands to meet up with a high speed commuter train service.



In the cab, not a lot of room.

We had planned 2 days on the Wolsztyn to Poznan service, and a couple of trips out of Wroclaw, an interesting week ahead.

Wolztyn is very interesting town apart from the railway. Great architecture a great park, good restaurants, great food very reasonable. It is also close to main historical sites Including Auschwitz. There are still many relics from the WWII around, pill boxes etc.

750 mm Narrow Gauge

Our first adventure was on a narrow gauge line that ran from Smigiel to Stare Bojanowo. Much of the line was now abandoned but it used to come into Wolztyn connecting Stare Bojanowo a junction with the main line Lezno to Poznan. We were driven to Smigiel and you could see the old line running along side the road that would have connected the many villages.



Running around train at Stare Bojanowo Junction

Upon arriving at Smigiel we saw our loco a Pt48 – 0-8-0, built 1919 and one lonely coach. We had a bit of time to have instruction on the loco and made up the train, picked up the one car. We set off on our 5 km journey to the junction along the way some children flagged us down at a laneway they got on paid the conductor (a lady that I believe owned the coach and maybe the engine?) so off we go again.

We get close to the junction where there was a signal box but the signal man would not give us a clear, so we had to stop on a bit of a grade, the track was very overgrown and we had a hard time getting our feet to get into the station. At the junction there are two sidings, the coach was spotted and dropped, and the engine run around for the return.

We did three runs so the four of us that were on that run all got time driving and firing. We waited at the junction and shortly the commuter train came in from Lezno a few people got off and on and we set off back to Smigiel. Although none of the Polish crew spoke English and us no Polish, we had a great time they were very friendly and helpful. Unfortunately, this service was shut down a few years ago. That evening we found a great restaurant in Wolztyn and enjoyed some great Polish fare and some Pivot (beer)

Back at the quarters Howard Jones told us that they had a delivery of coal earlier in the year that arrived on special transfer cars (standard gauge to narrow gauge) when they got there the next morning no coal the locals had helped themselves, very poor area.



Stare Bojanowo Junction. Waiting for the commuter train from Lezno

Next time will talk about our runs from Wolsztyn to Poznan and return and look around the engine shed in Wolsztyn.

The Train Training Trainer (aka: Jim Hornblower) - Kim Martin

Have you recently heard the bell ringing in St. Jacobs? Not the school bell, because that was replaced with a buzzer. Not the beautiful church bells in the downtown area. The sound is coming from the outskirts of town where the diesel engine bells are ringing as locomotives fly back-and-forth near the station platform, or when they pass standing equipment (Rule13 (a), Canadian Rail Operating Rules (CROR)).

For the past few months, the WCR (Waterloo Central Railroad) has been restricted, by Covid-19, from running its passenger trains. Therefore, it was decided that this would be an excellent time to conduct additional engineer training for some of our volunteers. To qualify as an engineer, a WCR volunteer must already be a qualified Conductor. Then, the volunteer must write two exams: one exam related to Canadian Rail Operating Rules (CROR) and the second exam related to locomotive operation along with the required medical.



Our Master Engineer Trainer, Mr. James Hornblower (No, I am not making that up and yes, it is his real name) has 37 years of experience “hogging” with Canadian Pacific Railway (CPR) and he has a wealth of knowledge on rail operations. His experience is vast and his dedication to doing things right is legend.

“HOG—Any large locomotive, usually freight. An engineer may be called a hogger, hoghead, hogmaster, hoggineer, hog jockey, hog eye, grunt, pig-mauler, etc. Some few engineers object to such designations as disrespectful, which they rarely are. For meaning of hog law see dogcatchers. Hoghead is said to have originated on the Denver & Rio Grande in 1887, being used to label a brakeman's caricature of an engineer

Jimmy has agreed to train our new batch of engineers and has started with a class of two hopefuls: Mr. Bob Fallowfield and Mr. Kim Martin. Jimmy has the patience to allow “newbies” to safely make mistakes and to learn from those mistakes. His favorite sayings are: “There are no stupid questions” and “You won’t learn if you don’t ask”.

Jimmy has said there are two important principles to operating a locomotive: (1) getting comfortable in the seat and (2) developing a personal flow to operating the controls. Sitting in the engineer’s chair is daunting and the responsibility intimidating. Not only is this a huge piece of potentially dangerous equipment but the engineer is also responsible for (1) all the souls that travel on the train and (2) for members of the public who may encroach on the railroad right of way. Developing a flow and finesse with the controls ensures the locomotive’s movements will not be jerky, hesitant, or unsure.

Jimmy emphasizes that the engineer and conductor must easily understand one another and develop a rapport that underscores the safe operation of the train. The conductor functions as the eyes of the engineer and they must develop trust in each other’s abilities.

Another important principle that Jimmy stresses is that throughout his career he continued to learn. As he gained experience, he began to understand just how much more he had to learn. Therefore, every volunteer is encouraged to continue to learn and to expand their own knowledge base. It is not a simple matter of grabbing the throttle and selecting forward or reverse. There are a multitude of situations you will encounter, and you must learn from each of them. Remember, anyone can drive a train, but it takes a special individual to stop a train! (*where you need it to stop*)

Thanks, Jimmy, for taking on this special job for WCR and training a new batch of “hoggers”.

Engineering – On-Going Track Work on the Waterloo Spur

As the summer progressed CN continued their extensive engineering work on the Waterloo Spur. This entailed a significant tie replacement program, new ballast along with lifting, leveling and straightening the track. Along with this numerous private farm crossings were also replaced.

Replacing Kenesky Private Road Grade Crossing



Tie Replacement



Spreading Ballast, Tamping, Levelling





Photos by Matthew Schilling, Dave Banks, Doug Sword

On The Line – The Emperor’s New Clothes

With our entire diesel locomotive fleet now painted in the “new” WCR, “old” CPR Tuscan and grey we have been working on developing a portfolio of stock photos and videos for use in future promotions once we get underway again.

Our goal is to develop this portfolio across various seasons and with the assistance of Ryan Gaynor of Boxcar Media and our Asst. General Manager Greg McDonnell, we spent a late afternoon recently filming drone video footage and stills, for the first of these seasonal events.









Photo by Ryan Gaynor

The History of Elmira Wagon Rides - *Elmeda Weber*

Elmira Wagon Rides has been operating since 2016 with passenger shuttle from the train to downtown Elmira. There was a need to be fulfilled, for a connection from the train to downtown. The following is the story of how these wagon rides started.

In July of 2015 we had a couple visit our store, (*Kitchen Cuttings, 40 Arthur St. S. Elmira Ontario*) and in the conversation, we find out they have come by train, and walked downtown to visit the local shops. "How can we get back to the train stop?" they asked. I felt embarrassed but said "there is no connection, you will have to walk the eight blocks back to the train, the same way you came here." This happening turned over and over in our minds.



Elmeda Now Green!!! With M John Deere



Elmeda with her first tractor

One day in a conversation about old tractors, and upon inquiring, Irvon Weber told me of an Allis Chalmers B tractor for sale. Still not thinking about wagon rides, I felt the urge to go and look at this tractor. I really did not know what I wanted with a tractor...yet I still wanted one!

Well, knowing me, I did not leave the tractor there! It was delivered the following week and we stored it in our garage. On occasion the tractor would not start... so we had neighbors come and help, even doing a kick start on a down hill grade on a side street one day! It did not seem like the normal scene for our neighborhood; however, it was enjoyed by our neighbors, and passerby's alike! I

was the happy owner of this tractor and at that point my mind did not go any further than that.

By 2016 we started dreaming of what we could be doing with this tractor that was sitting idle in a neighbor's shed. With some investigation and the approval of Waterloo Central Railway, the Township of Woolwich, and Waterloo Regional Police, we finally started looking at this more serious.

In April of 2016 we took our first trial ride with members of Council as an introduction to the wagon rides. From May to October of the same year we did the rides to and from the train stop, with a rented wagon.

These rides were well received by passengers, and the first year proved to be a success. A big thank you to the Elmira BIA for their sponsorship, and by selling ads on the outside of the wagon, we were able to offer these rides for free. To this day thanks to the Elmira BIA, we operate the downtown rides this way, as well as a donation box on the wagon.



Elmeda on the Country Tour with the 430.

In the fall of 2016, we bought another little tractor -a John Deere M from Belhamy's at Belwood Lake. At that point not because we needed it, but I liked green more than orange.

The following winter our friend and tractor driver Enoch Weber restored the John Deere M, and by the spring of 2017 it was up and running like a Deere!

In May 2017 we had bought a new wheelchair accessible wagon made by J.B. Gingrich. With the restored "M" and our newly built wagon, we were ready for the rides!



Elmeda's Tour Tractors 2020.

We had another good year, with Enoch Weber and Dave Metzger as tractor drivers, with Dave Roth occasionally as a fill in. We did the train to town rides until October and then parked again for the winter. The "M" was a beautiful little tractor, however, if the wagon was loaded with 35 people or more, it proved to be too small. So, our winter project in 2018 was go hunting for a bigger tractor. And yes, at this point it had to be green!

On different occasions Enoch, Dave Metzger and I went out on country drives to look at tractors. Our treat of the day was usually a stop at Tim Hortons enroute. After numerous trips we finally settled on a John Deere 430 from Eunice Bosomworth, located the other side of Mount Forest, Ontario. It was not in running order at the time and needed quite a lot of work done to it. These tractors are 1949 models and have been running (or not) a long time. The winter of 2018 had Enoch busy restoring our new/old 430. At the same time, we also ordered another wheelchair accessible wagon made by J.B. Gingrich to do country tours the following summer.

By June of this year our restored 430, and the new wagon were ready for the rides! As well as the regular train to town wagon rides, we added the country tour. This tour was added for July and August, and we were happy with the results.



Enoch on the Downtown Shuttle with the M John Deere

2018 was a year of joys, but also sorrow. In September Enoch Weber our maintenance man, and tractor driver passed away of health complications. It was a rather sudden loss for us all and we dearly miss him to this day.

Thanks to Dave Metzger and Dave Roth for stepping up to the plate and filling in wherever needed, we were able to carry on for the rest of the year.

With our second wagon we felt the need for another tractor the size of the 430. The little "M" filled in again for 2018, but we felt it was not practical for safety when the wagon was full.

Dave Metzger and Dave Roth and I went tractor hunting again in the winter of 2019. It was not a long hunt and we quickly found another John Deere the other side of Arthur at an antique tractor collection. We were again attracted to a John Deere 430, as they are the largest J.D. tractor of that era that has a foot clutch. For safety we did not choose one with a hand clutch for the sake of drivers from a younger generation who are not used to driving these (including me). This tractor was bought, however, "who is going to restore it?"

Our great nephew Jordan Weber watched and helped Enoch many a time while restoring the other two tractors, kudos to him he restored the newer/old 430 John Deere, and he is our maintenance man to this day!

By May 2019 we were ready to go! We did the Country Tour from June to October.



Dave Roth with the M John Deere

On these tours we drive through some Mennonite farmland and bush and stop at a local Mennonite farm where guests can purchase maple syrup.

We then drive past a Mennonite school, along a laneway, and past a farm that is all organic. With Oscar Martin (our tour guide on board), there is lots of time for questions about agriculture, the Mennonite way of life, their faith, or whatever may interest you. Included in the tour is a boxed lunch from Kitchen Cuttings consisting of fresh, local, homemade food.



Dave Metzger on the Country Tour with the 430.

These tours proved to be popular in the fall with the colorful foliage, however, each season has its own beauty, and can be enjoyed anytime!

As everyone is aware, in 2020 Covid19 hit. Our tractors and wagons are parked and waiting for healthier days. With this long break we have ample privileges to perfect our rides and tours, and we look forward to serving you in the future, with hopefully new and improved opportunities.

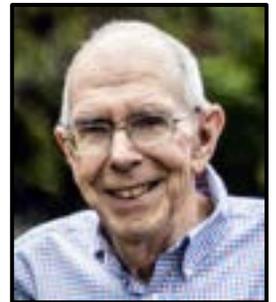


Here is a special thank you to WCR for their partnership with Elmira Wagon Rides. Our working relationship is very important to us, and we want to thank especially Peter, and Greg for your continued support. Thank you to Beverly for your countless hours of interacting through emails and phone calls. Thank you to Beverly for your countless hours of interacting through emails and phone calls. Thank you to Matt, for what you do on the train. You at WCR are all appreciated for your efforts in making things “tick”. We count it a privilege to have partnered with you!

Thank you!

In Memory of James A. Brown

We are saddened to convey the unhappy news of the passing of James A. (Jim) Brown, a railway icon, both from a heritage and operational standpoint. We would like to thank the Bytown Railway Society for allowing us to reprint their remembrance of Jim.



Bytown Railway Society

In memory of James A. (Jim) Brown

The Bytown Railway Society, Inc., is truly saddened to learn of the untimely passing of one of Canada’s pre-eminent railway enthusiasts, Jim Brown of Tottenham, Ontario in his 83rd year. A mechanical engineer by profession, Jim began his career with Canadian Pacific, moving from there to Canadian National and ultimately GO Transit from whence he took his retirement. He was also associated with the operation of the Mattawa Timber Train, the South Simcoe Railway and the former Waterloo and St. Jacobs Railway, now the Waterloo Central.

Jim was an outstanding railfan and figured prominently in the activities of the Upper Canada Railway Society, where among other things, he was Chief Editor for several years of its monthly publication “The Newsletter” as well as helping to plan and co-ordinate a number of excursions involving both steam and diesel in the early 1960s. Jim was also heavily involved with the Ontario Rail Association during the days in which it operated ex-Canadian Pacific steam locomotives 1057 and 136 on railway lines in and around the Toronto area. He was also engaged in railway preservation, being one of a group of enthusiasts who arranged for the preservation of Canadian National 4-8-4 No. 6213 by the City of Toronto, not to mention the restoration of the former CPR Alliston station into what became his residence on a trackside property in nearby Tottenham.

Jim was an accomplished railway photographer, especially of the dying days of steam in Canada as well as an author and one of the co-partners in Railfare Publications in the 1960s, providing a forum for the publication of books about Canadian railroading, a subject that had been largely ignored up to that time. At the time of his death, he was working with Ian Wilson of Canadian Branchline Miniatures in the final proofing of Wilson's next works "Speed Graphics and Steam 1958! vol. 3" and the 2021 Canadian Branchline calendar.

Ultimately, Jim was a great friend of the Bytown Railway Society and was a prolific contributor to the Society's publication "Branchline", as well as being a frequent guest speaker at the Society's monthly meetings. In addition, Jim proved to be an excellent mentor to members of the BRS's Steam Train Excursion Committee, including to yours truly as its Chairman, during the years when it operated main line steam excursions throughout eastern Ontario using ex-CPR 4-6-2 No. 1201.

To his family, his three daughters and two granddaughters, the Bytown Railway Society joins the countless others from across Canada and around the world in offering our sincerest condolences, thoughts and prayers on his untimely passing.

Photo Credit: A young Jim Brown is at Palmerston, Ontario, at the height of his expeditions to record steam in its dying days. From the collection of the Bytown Railway Society, Inc.



WCR History

Before the Waterloo Central Railway came to Waterloo Region and Woolwich Township, the Waterloo St. Jacobs Railway, shown here, operated on the Waterloo Spur from 1997 to 1999 in much the same fashion as the WCR



James A. (Jim) Brown served as the General Manager of the Waterloo St. Jacobs Railway. Shown here on the right with passengers prior to a trip to St. Jacobs. Photos by Greg McDonnell



On The Spur



In between evening rain showers, a sucker hole lets the sun come out briefly on CN GP9RM 4108 as it slowly approaches Roger Street in Waterloo. The 15:30 Kitchener Job is only about a mile from their home base with their single tanker that they lifted in Elmira on September 28, 1993. Photo by Jason Noe



The old and the newer in St. Jacobs on a Saturday in September 2020. Photo by Doug Sword



CN 5544 heads south over the Conestogo River in St. Jacobs to Kitchener and then home to Stratford. October 1974

Local Railway Retrospective



On March 16, 1975, TH&B Niagara Falls acid train led by GP7 74 with 72 & 401 trailing at Stoney Creek.



CN passenger train No. 649 led by RDC4 6401 travelling from Toronto to Sarnia at its Kitchener station stop on a summer evening in 1974



CN passenger train No. 154 at the Kitchener station in March 1971 led by MLW FPA-4 6780. Engineer Vic Smith can be seen standing in the cab door while Conductor Mel Humble boards passengers on the platform. As interesting as the train is, some of the tracks, structures and grade crossing no longer exist today.



CN Extra 4535 East heads to Guelph accelerating out of Kitchener passing the old stock yards with S-3 8497 in tow for service in Guelph.



Grand River Railway (CPR) 8161 switches out the Kitchener yard behind Victoria Park at Clarke Forwarding as the former Kitchener PUC trolley buses area readied for their trip out west. May 1973



At what is now the Iron Horse Trail behind Victoria Park in Kitchener at West Avenue, a Grand River Railway (CPR) 8100 series SW1200 runs around its train as it prepares to head north to Waterloo. November 1971



Grand River Railway (CPR) freight train led by SW1200 No. 8160 heads north with its train to Kitchener about to cross King Street East across from the old Jack Snacks plant. February 1974

WCR Press

Previous issues of our newsletter the WCR Press can now be found on our web site by going to:

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

COVID-19 Operational Update

We all are still facing the continuing impacts of COVID-19 and cannot let our guard down. Recent infection numbers in Ontario have been rising at an unacceptable rate and while not showing significant increases in Waterloo Region they are still going up here as well. The health and safety of you and your family, our crews, volunteers and staff are our number one priority. While we closely monitor the daily government reports on the evolving impact of COVID-19 there is a substantial difference between being legally able to open our operation under Stage 3 in Ontario and being able to do so safely taking into consideration the previously mentioned concerns.

While Stage 3 in Ontario permits us to open, an on-going review by the Waterloo Central Railway has determined that our best efforts to maintain satisfactory levels of social distancing and sanitization could not eliminate underlying health risks for our passengers and volunteers. To that end, we will not be offering our regular and special passenger services for the remainder of 2020.

We are working on several ideas for special trains that will be visually available to everyone to view and photograph over the fall and into the Christmas season. These will be announced on our Facebook page, Instagram and website when finalized.

We will continue to closely monitor the local and national situation revolving around COVID-19 to ensure we reopen when it is safe to do so and when that happens our protocols will provide our guests and passengers with a safe journey with us.

We have undertaken the gradual re-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. With the recent infection increase we are putting a moratorium on increasing the number permitted in the shop until further notice.

This year has allowed us to review our operation in detail and when we reopen next year please join us for the new Waterloo Central Railway.

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

This issue compiled by Greg McDonnell, Dave Banks, Kim Martin, Beverley Brenneman, Matthew Schilling, Elmeda Weber, Doug Sword, Ryan Gaynor, Jason Noe, Bytown Railway Society and Peter McGough.

Correction: In Edition 7 the story on our heritage coaches was incorrectly attributed to Matthew Schilling. It should have been attributed to Matthew Whitely. I apologize for the error.

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
- Honorary Chief Mechanical Officer – Norm Gelinias
- Honorary Master Painter – Grant Scheifele
- Honorary 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.

