



THE WCR PRESS

VOLUNTEER & STAFF EDITION



Issue No. 5 - Wednesday, May 6, 2020

FIFTH EDITION

This is our Fifth Edition of the WCR Press. We have continued planning for when our trains begin to operate again by developing a plan to ensure our passengers and visitors feel safe travelling with us.

Through the WCR Press we hope to stay in touch with our volunteers, neighbours and partners during the temporary shut down and showcase the initiatives being undertaken that are required to keep the WCR operating in a safe fashion. We enjoy providing a history of our heritage operating rail collection as well as other railway operations that have served the area over the years.

We would be remiss if we did not thank those who have been so helpful to us during this unprecedented time by providing information and answers to our questions and concerns. They themselves are either in shutdown and working from home, on lay-off or with reduced staff but have continued to be there for us. Among them have been the Waterloo Region Tourism Marketing Corporation, The Greater KW Chamber of Commerce, the Village of St. Jacobs BIA, the Township of Woolwich, the City of Waterloo, Regional Municipality of Waterloo, MP Tim Louis, MPP Mike Harris and Transport Canada.



No. 9 takes its train south between Elmira and St. Jacobs in August of 2019.

Photo by Greg McDonnell

Although primarily a volunteer not-for-profit organization, we are also a provincially licensed shortline railway operating with oversight provided by Transport Canada – that never stops. We are also a small business facing the same challenges as every other small business trying to maintain a payroll, meeting on-going expenses – all while attempting to determine whether we will be able to operate or not with little or no revenue. Just like everyone else.

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

Air Horn Tribute, Thank You to Our Frontline Workers – Beverly Brenneman

On Monday April 27, Waterloo Central Railway joined the Canadian Pacific Railway, Canadian National Railway, and other railways associated with the Railway Association of Canada (RAC) in an international movement to recognize the extraordinary service of hospital and healthcare workers. We honoured them with an air horn tribute in hopes of letting them know that their incredible commitment is appreciated by everyone. We launched the initiative on April 24 and to our excitement Kitchener Today, 570News and CTV all helped us spread the word.

On Monday, April 27 at 7:00PM, we took our heritage diesel locomotives No. 1001 and No. 6593 just north of town to the Conestogo River bridge and sounded one long whistle from both locomotives simultaneously. It was exciting to hear the community join in on the tribute, there was a small group of people standing by the tracks banging their pots and pans and we even received reports that noise could be heard all the way down in Kitchener near Victoria Street!

CTV even came out and covered the story, which ran on the 11:30PM news, and again the next day. You can see our video of the tribute on our Facebook page and the CTV news story at the links below.

Thank you again to everyone who joined in, and an even bigger thank you to any healthcare and essential workers that may be reading this. Your continuous, selfless efforts are what is keeping us safe and our essential needs met during this complicated time.

Facebook Video: <https://www.facebook.com/WaterlooCentralRailway/videos/1145496782496971/>

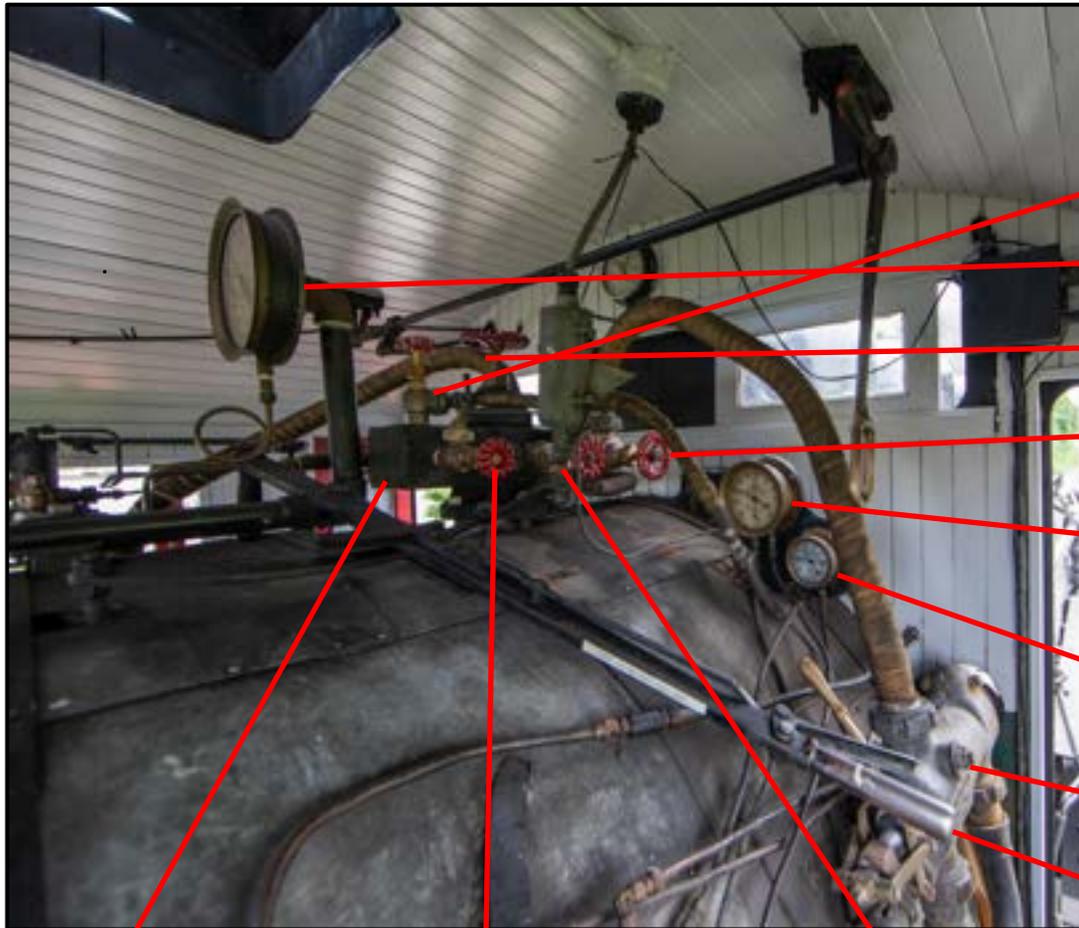
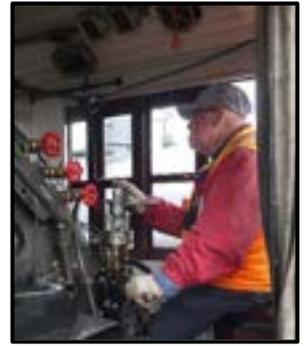
CTV News: <https://kitchener.ctvnews.ca/video?clipId=1947852>



Photo by Beverly Brenneman

Steam Locomotive No. 9 Cab Controls – Dave Banks

In this article I thought you might find it interesting to see what all the various valves and levers do in the cab of steam locomotive No. 9. These are all on the locomotive Engineer's side of the cab and what the Engineer will use to operate the locomotive.



Steam dyno

Pressure gauge

Main steam shut off

Injector steam valve

Main reservoir air
& train pipe

Independent brake
air gauge

Injector – puts
water into boiler

Throttle

Turret

Mechanical lubricator
heater

Air compressor

- The steam dyno.
- The pressure gauge indicates the boiler pressure.
- The main shutoff valve closes all steam coming into the turret.
- The injector valve provides steam to the injector to put water into the boiler.
- The 2 gauges show air for the brakes in the main reservoir, train pipe and independent brake.
- The injector puts water into the boiler.
- The throttle provides steam to the cylinders to power the locomotive and control speed.
- The air compressor valve provides steam to the air compressor.
- The steam valve for the mechanical lubricator has a steam heater under the lubricator to heat the lubricant in the winter.
- The Turret is the main steam distribution block providing steam to all the other valves.

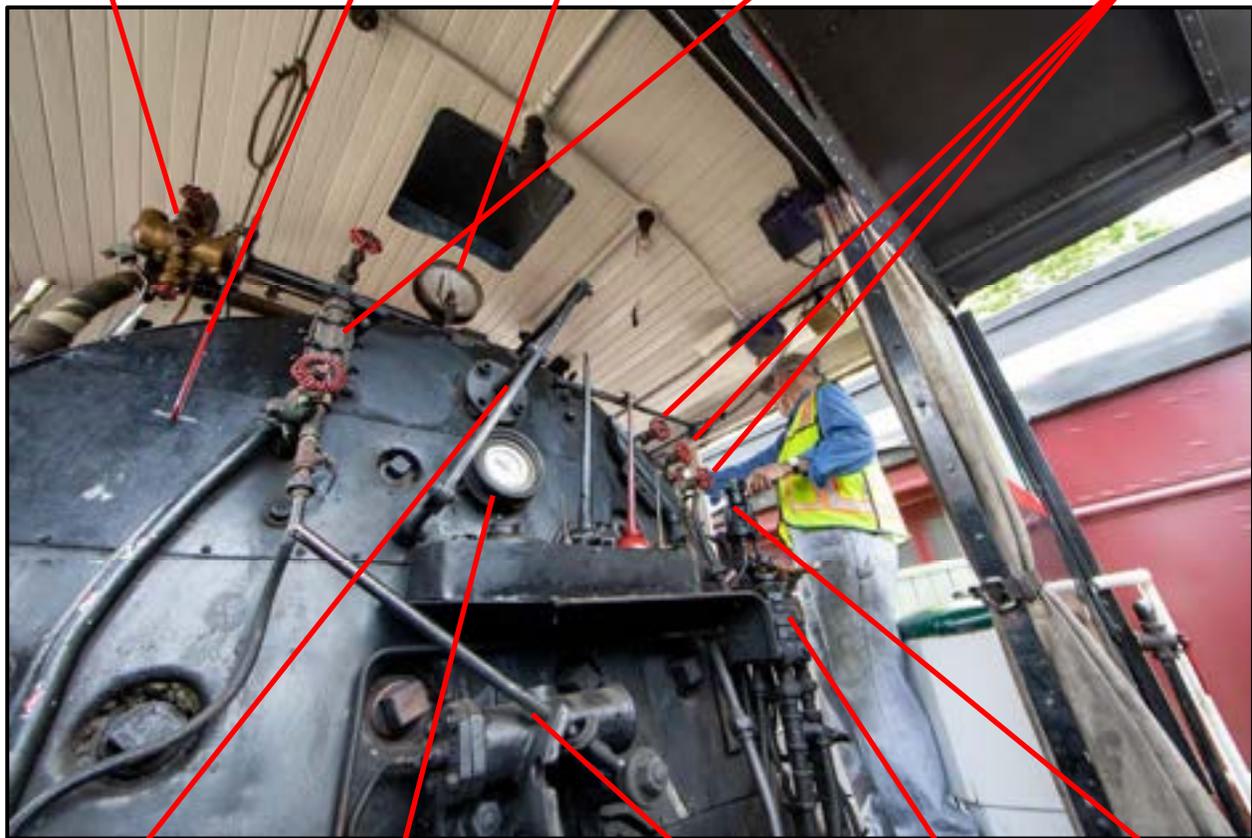
Hydrostatic lubricator

Blower

Pressure gauge

Water gauge glass

Boiler try cocks



Throttle linkage

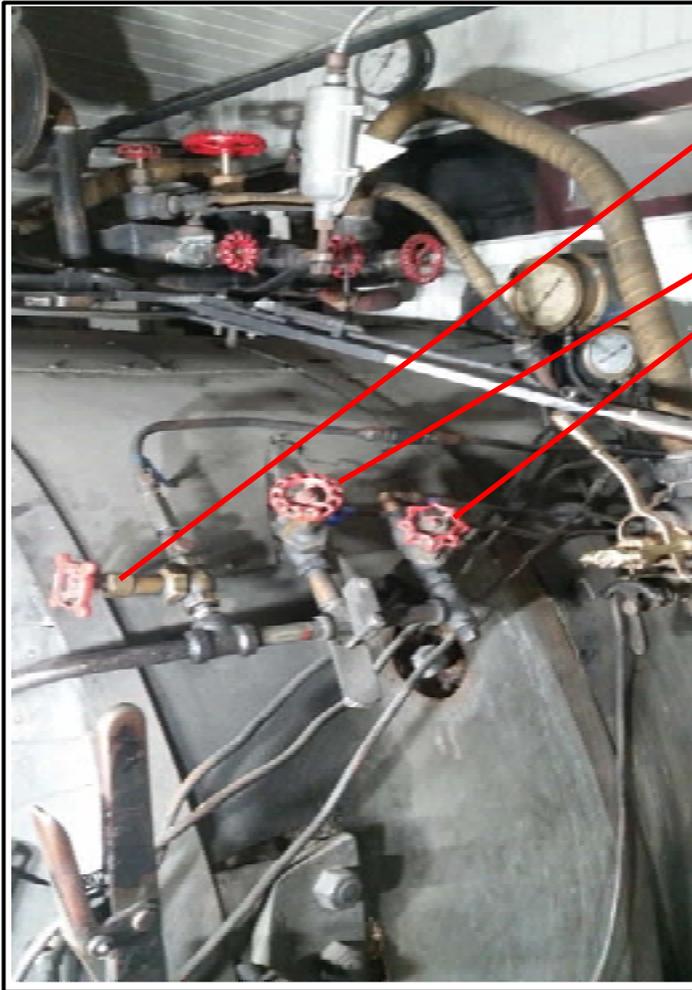
Water temp. gauge

Manual & air operated firebox door opener

Train brake

Independent brake

- Here we see the hydrostatic lubricator that provides lubricant to the air compressor.
- The operating lever for the blower, when the loco is stationary the blower ring is in the smokebox around the blast pipe, when opened it provides a draft to pull the gases through the boiler tubes.
- The water gauge glass shows the level of water in the boiler.
- The boiler try are another way to determine the water level in the boiler, and act as a backup if the gauge glass was inoperable.
- The independent brake provides brakes to locomotive and tender only.
- The train brake provides brakes to the locomotive, tender and all the rolling stock attached to the locomotive.
- The firebox can be opened manually or by an air operated cylinder controlled by a foot pedal allowing the fireman to put coal into the firebox.
- The water temperature indicates the boiler water temperature.
- The throttle linkage links the throttle handle to the actual throttle in the dome of the locomotive allowing steam to travel to the cylinders.



Bell

Sander valves

- The sanders provide sand to the main drivers when needed to provide traction in slippery conditions.
- The bell valve provides air to the operating cylinder on the bell.

Reversing quadrant

Cylinder cocks
operating control

- The reverser moves the valve gear into position to provide forward or reverse motion.
- The cylinders cocks are opened before the locomotive is moved to let out any condensation in the cylinders.

In the next article we will look at how we use all these controls to get the locomotive to move.



Partner Spotlight

Nick & Natalie Benninger, Owners and Co-founders of Fat Sparrow Group – Beverly Brenneman



Nick and Natalie Benninger are co-founders and owners of [Fat Sparrow Group](#) which is the parent company for several eateries in Waterloo Region. They have been wonderful partners for several events operated by the Waterloo Central Railway offering their unique local culinary flavours to our passengers.

They have also shown tremendous adaptability in responding to current events surrounding COVID19 by taking their businesses online and still providing our community with access to their amazing menu items.



Fat Sparrow has grown from a mom-and-pop shop that started 12 years ago, into an incredible hospitality network in our region. Some of their businesses include The Stone Crock, Jacob's Grill, Uptown 21, Taco Farm, Marbles Restaurant, stalls at the St. Jacobs Farmers' Market, Stone Crock Bakery Meats and Cheese, a commercial salad division, event space, and catering.



Nick and Natalie have partnered with us on several past events. In the summer of 2019, they provided the tapas for our Wine Pairing & Tapa On The Train to compliment each of the four wines chosen by the Sommelier, the Winey Somm on board.



You may be wondering where the name "Fat Sparrow" that has become so well known in this area comes from. Nick says it comes from Edna Staebler's book *Food That Really Schmacks*. It's a nod to the culinary history and traditions found in Waterloo Region. Fat sparrow is a translation of the phrase "fetschpatze" which is a little ball of dough fried in lard.





As fall approached, they were front and centre providing a delectable menu of local cider, wine, beer, and gin cocktails paired with local foods for our special dinner train aptly named Local Motives.

Looking ahead to the spring of 2021, they will be providing a traditional Santa Fe French toast breakfast on our Sugar Bush Breakfast train and tour of a local sugar bush and shack during our maple syrup season.

Recent events with COVID19 and social distancing provided a new challenge for Nick and Natalie. However, with their creative and adaptable business sense, they quickly made

their products available through the launch of their online [Marketplace](#). This platform combines the best of all they have to offer and is sure to satisfy every food lover's needs. You can now order items from their butcher shop, bakery, Stone Crock country salads, and even a selection from Taco Farm online. They also have pantry staples from local producers, prepared meals, [gift cards](#), and even special Mother's Day Brunch Family Meal Packages. Customers can order online and obtain their items with contactless curbside pickup.

We look forward to once again partnering with Nick and Nat on future projects and supporting our local partners. Be sure to visit their online [Marketplace](#) and support this dynamic local business in our community.

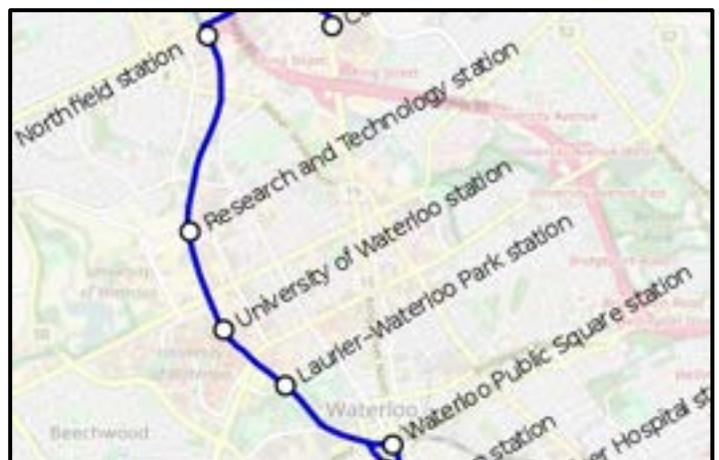
CN Operations on the Waterloo Spur – Matthew Schilling

As most of you know, the WCR shares the tracks of the Waterloo Spur with CN, which operates overnight freight service to Commonwealth Plywood in Waterloo, Fairway Lumber in St. Jacobs along with Sulco and Lanxess in Elmira. The WCR's operating agreement with the Region gives us operating rights from 0600 to 2200 hours each day with CN operating between 2200 to 0600 hours daily. Normally CN will provide service Monday through Thursday nights but on occasion if warranted will go north on other evenings.



Unlike the WCR, CN must traverse the ION Light Rail Transit Territory (Joint Section) between Uptown Waterloo at Caroline and Erb Streets to Northfield Drive in the north end of the city. Freight trains are permitted only during the very late evening when ION service is limited, and overnight when ION services are stopped.

The Region of Waterloo first proposed Light Rail Transit in 2003, with the idea of connecting downtown Kitchener with Uptown Waterloo and a northern terminus at the St. Jacobs Farmers Market. In the final design, the northern terminus was established at Conestoga Mall. The final alignment was to run along the Waterloo Spur from King St. in downtown Waterloo to Northfield Drive, allowing for faster trip times, along the private right of way. After years of getting public support and government grants, the LRT was finally approved by regional councillors on June 15, 2011. Construction commenced on August 21, 2014, beginning with the LRT Maintenance Facility in Waterloo.





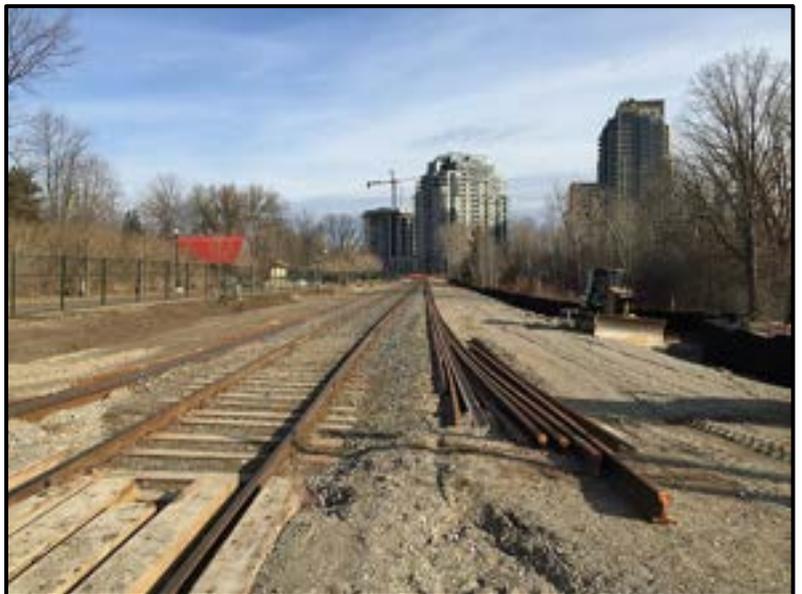
Freight operations continued throughout the construction period with only one week of shutdown to build all new trackage on the portion of the Waterloo Spur to be used by ION trains. By the end of 2016, the construction was mostly complete. After extensive testing ION opened for regular service on June 21, 2019.

Construction of the ION required the WCR to relocate its southern terminus from Uptown Waterloo to St. Jacobs. With the move, WCR expanded service to four stations commencing with Northfield Drive in Waterloo directly across from the ION Station, the St. Jacobs Farmers Market, the Village of St. Jacobs and the Town of Elmira.

We are fortunate that our Waterloo Station is directly across the street from the ION station and this will provide the first time in 80 years you can take a railed passenger vehicle from the City of Kitchener and Waterloo to Elmira.

For anyone getting off the ION at Northfield Drive in Waterloo and wanting to travel further to the Farmers Market, we provide a train trip with us at no charge to travel directly to and from the Farmers Market from the ION Northfield Drive station.

That brings us to today. With the ION operating between 0500 and 0100 hours daily, CN must squeeze through a narrow 2300- and 0400-hours operating window. The CN crew is called for 2100 hours at the Lancaster St. yard in Kitchener.



After putting together the paperwork for the overnight shift, the crew spends the next hour or two switching the yard and preparing their train for the run to Elmira. As they switch, the last GO train of the evening comes sailing through the Lancaster Street grade crossing, stopping at the Kitchener station. Then heading back east to park at the GO Transit Layover and Maintenance Facility in east Kitchener.



CN L566 with leased powers at Ahrens St. in Kitchener after leaving the Guelph Sub and heading north along the Spur Line Trail in February 2020. Photos by Jason Noe.

After the final VIA train of the night passes, the CN crew gets a yellow signal to proceed west, stopping short of the Waterloo Spur switch off the siding on the Guelph Sub. They must manually line the switch for the branch line and reset it for the mainline once they are clear.

They continue through the residential area of Kitchener and into Waterloo, over many small crossings, while most people are fast asleep. Approaching Roger Street in Waterloo they go through the High-Wide Detector which determines if the height and width of the train is safe and meets the clearance requirements to travel over the joint section. This information is transmitted to the ION KEOLIS Central Control Facility (CCF) in Waterloo.



High-Wide Detector at Roger St.



A KEOLIS/Railterm worker updates the crew of CN L566 about the red signal that is delaying their journey north through Waterloo and to Elmira. March 12, 2020. Photo by Jason Noe

They then come to a red signal and an automatic derail just south of Willow Street in Waterloo. They must come to a stop until clearance is given by the ION CCF shown below.



The derail will not only prevent unauthorized trains from entering the IOLN system but will also trigger to prevent trains that the High-Wide Detector has determined are either too high or wide to safely travel over the ION Joint Section. If CN is lucky, this clearance is given as they arrive at the signal around 2330 hours. A similar signal and automatic derail configuration is located at the north end of the Joint Section just north of Northfield Drive to provide the same safeguards for trains approaching the ION system from that direction. Another High-Wide Detector is also located at Randal Drive in Waterloo for southbound trains.



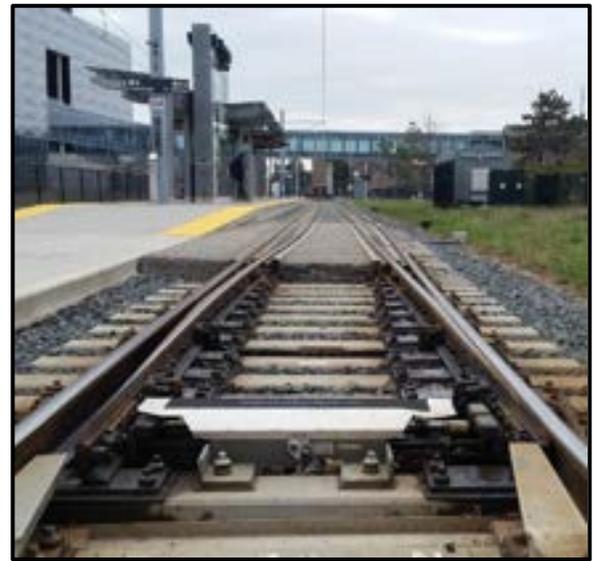
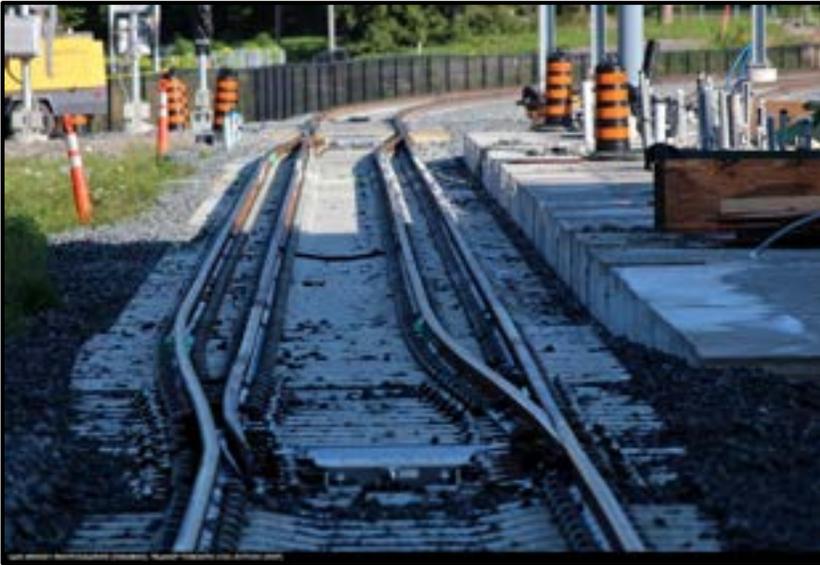
As the CCF pushes a button, the derails at both ends of the ION Joint Section clear, and 10 switches move simultaneously to allow the freight train through.

These switches include the gauntlet tracks at each of the ION stations along the Waterloo Spur. These gauntlet tracks route the freight train an extra foot away from the ION platform to avoid the possibility of heavy rail equipment from scraping and damaging the station platforms. Heavy rail equipment has different clearances than ION equipment.

The gauntlet tracks are only on the west track of the ION system in the Joint Section as that is the only one of the 2 ION tracks that are designed to support the travel of heavy rail equipment.

Willow Street Signal and Power Derail

CN then moves through uptown Waterloo and continues north. After the train clears all the public grade crossings, it powers up to track speed to get through the LRT area with the least disturbance possible to the system. As the last car of the freight passes by the WCR Northfield Station, the power derail flips back on.



These show how the gauntlet tracks shift the trains away from the station platforms through switches at each end of the station. The photo on the left shows the assembly under construction while the photo on the right shows the completed assembly.

CN then proceeds to service the Waterloo Spur, switching out the various customers with an expected arrival back at Northfield Dr. by 0400 hours. It takes several hours for them to finish their work switching out the customers primarily in Elmira and make up their train for the trip back to Kitchener.

If they miss this window, they are not permitted to enter the Joint Section as the ION system is commencing the days operations requiring them to “Tie Up” their train for the day. This requires the crew to secure the train for the day and take a cab back to the CN Yard in Kitchener. The train will stay there until that night at 2300 hours when they are permitted back on the Joint Section as the ION is winding down for the day. This happens usually north of Randall Drive in Waterloo or in Elmira by Lanxess.



*CN L566 tied up in Elmira during the winter of 2020.
Photo by Mark Paterson*



*CN L566 returning to Kitchener in the early morning hours
approaching Randall Drive in the winter of 2020.
Photo by Jason Noe*

The CN crew will return to their tied-up train and enter the Spur at approximately 2300 hours and head south to Kitchener with the prior days train. They will not return north to Elmira until the following day. When this occurs, it will mean that they lose a day's service to Elmira.

WCR History – Remembrance Days of the Past

In the early days of the Waterloo Central Railway in Uptown Waterloo we were privileged to take part in a very small way with the Remembrance Day Ceremonies at the Waterloo City Hall Cenotaph. Over several years we were able to move our passenger train on Remembrance Day morning over to the tracks adjacent to the Cenotaph providing a place for any veteran who might wish to take part in the ceremony to do so sitting in a warm passenger coach away from those usually cold and damp November mornings.



We are all familiar with the uncertainty of weather in early November and along with shelter and warmth, it provided an elevated position to watch and hear the ceremony. As time goes on it can become more difficult for our older veterans to take part in this solemn day recognizing not only their service to our country but those many before who served and made the supreme sacrifice.



The last year we were able to do this was prior to the opening of the ION system. With the commencement of ION service, it is not safe to operate a heavy rail train while the ION is operating. We have very fond memories of this past part of our operation as shown in these photos.

Over the years we had amazing cooperation from the City of Waterloo, the Region of Waterloo, KEOLIS, ION operations and Paul Puncher Men's' Wear in making this happen.



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.



Irvon Weber
Conductor & Locomotive Engineer
Steam Team Leader
Director – SOLRS Board



Russ (Buddy) Deacon
Conducator & Locomotive Engineer
Assistant Manager of Training



Dave Banks
Conductor & Locomotive Engineer
Assistant Steam Team Leader
Manager of Training
Vice-President – SOLRS Board

Our Christmas Store – Anna Schnarr

From the greasy depths of a train restoration facility, a workable retail store was born.

We ordered the walls and had them installed by Hahn Rentals of Waterloo. The tables, shelving, tablecloths and decorations came from existing resources. With the help of volunteers - Grant S., Brian R., Stephen E., June & Victor M., Norm & Donna G., Russ D., John V., Maria, Shane, Jocelyn & Ephraim, Robert C. and Gerry S. (I apologise to those I missed!), we were able to construct a very eye pleasing store in the middle of an operating railway shop. Donna Gelanis, with her extensive knowledge of setting up a retail store, saved me when I thought I was "done." The point of sale hardware to run the store was set up and installed by Russ D., John V. and Matt S. June M. did a great job decorating the store with a Polar Event Christmas theme.

An extensive array of Polar Express licensed stock lined the shelves. The most popular items Polar Bears, Conductor Hats, Pocket Watches, Light Up Spinning Discs, Light Up Swords & Polar Express Mugs - flew off the shelves.

If all goes well and we recover from the COVID19 Pandemic in time for this season, 2020 will see our shelves stocked with new and interesting items in addition to the popular items listed above. Bev B. was a huge help in choosing items for this year. She also hopes to add more items specific to for our Santa Train patrons as well.

Many thanks to our temporary staff - Leslie S., Lori R., Sue O., Kim G., Marion B., Alicia S., Terri & Chris R., Jaime F., Karen R. & daughter, Lovejee J., Laureen G., Dragana K. and Abby M. for helping stock shelves in the store and scan tickets. My niece, Cheri O. provided the names of many of these people. Again, I apologise if I missed anyone. Many thanks to the staff and the Board of Directors for making 2019 a successful year and for having faith in my abilities to run the store. We are fortunate to have an amazing team!



On The Spur



On a dreary fall day in November of 1977, a sight not often seen on the Waterloo Spur, CN freight service F units. Extra 9179 East heads off the Guelph Sub mainline and goes north to St. Jacobs and Elmira. The two CN F units shown here are 9178 and 9179. Of interest is what can be seen in the background, the now gone Waterloo Park trail beside the tracks, industrial smokestacks in the background and a different U of W profile. Not to mention travelling on the old Waterloo Spur replaced by the ION double tracks.

Local Railway Retrospective



On a crisp winter day in the early 1970's, CN Extra 4593 East with GP9 4580 is about to cross the then grade crossing at Weber Street at the CNR Kitchener Station. Both GP9's were regulars out of Stratford.



On a summer evening in the early 1970's, CNR Train No. 649 from Toronto is at the Kitchener Station on its way to Sarnia. Tonight 649 is lead by No. 6110 which was the original Budd Company demonstrator unit.



Remembering February of 1971 when CNR – GTW cross border passenger train The Maple Leaf, No. 159 from Toronto to Chicago on its daily 0950 hours stop at the CNR station in Kitchener. This cold winter day reminds us that passenger trains were heated by steam heat by way of steam generators on diesel powered trains. These 2 photos show a red board on the train order semaphore for 159, the old baggage cart on the platform and a classic old Dodge truck for Overland Express.



In the early 1970's, CNR Train No. 151 from Toronto to Sarnia lead by CN FPA-4 No. 6763, accelerates west out of the Kitchener Station crossing the old grade crossing at Weber Street.



In the summer of 1971, the CPR (Grand River Railway) day job street runs down Victoria Street which ends at Duke Street. They are switching out Kaufman Footwear.

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.

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 mid-May or as otherwise directed by the Province of Ontario and/or the Provincial and Regional Health Unit. It is in mid-May the Province will review the Emergency Directive, but they have said schools will remain closed until the end of May. It is reasonable to assume that regardless of the final determination regarding the Emergency Directive we will not be operating during the month of May in its entirety.

We are working on a plan for not only a Safe Seating Plan but also new and improved cleaning protocols during each train trip as well as before the next train day. We completely support all efforts to flatten the curve and anything that leads to a safer society for all of us.

On behalf of the Board of Directors of SOLRS and the WCR Management Team we hope you and your family's 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, Matthew Schilling, Anna Schnarr and Peter McGough with special assistance from Jason Noe and Mark Paterson.

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 – Beverley 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.