

# SPOT NEWS

WESTERN VANCOUVER ISLAND INDUSTRIAL HERITAGE SOCIETY

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1954 ALCO "RS-3" No. 8427



"Hayes" Restoration p. 5



Photos: D. Hooper

1929 "Baldwin" "No. Seven"

CN Caboose Restoration p. 5



-Page sponsored by Don Hudson-

**APR News** (as of Sept. 22, 2018)

This has been a difficult season for the "Alberni Pacific Railway", where bad news seemed sometimes to be outstripping the good. First, the "No. 7" could not go into service until late June. Four weeks later, the "steamer" was out of service again, following a boiler tube failure. At this point, the maintenance Budget was shot and the 1954 "ALCO" RS-3" had to carry the schedule for the remainder of the season. The good news is that "No. 8427" has performed reliably to complete all scheduled duties.

Other good news is that the open passenger coaches now look much more presentable, thanks to the paint work done by the two students hired through the 'Canada Summer Jobs' programme. Frank Holm has been making visible progress with the restoration of the 1909 CN caboose. (see p. 5); the "Campbell & Macham" Crew continue to plug away on the '112' - a new cab is being fabricated. Rod Gledhill and Kody continue to work on Tie Replacement.



**BEFORE**

**PAINTING STARTS**

(l.) Bert Simpson (*middle*) with the two Summer Students, starting work in the "Wilson" passenger coach.

(r.) Nik Treleaven (l.) and Nathan Cyr start applying the new paint to the interior of the coach.

*Photos: D. Hooper*



**AFTER**  
 (Right) The main colour used was red, with black for the railings and stanchions and green trim on the windowsills.  
 The 'CANFOR' snowplow was also painted. [See outside]  
 Nik and Nate also put new yellow non-skid paint on the steps and door sills.



*Photos: D. Hooper*



**Visitor makes 'Youtube' video** on the ALCO "RS-3"  
 Zack Ozeg - trained with the BCIT Conductor Training Programme here five years ago. He is a rail history enthusiast who came back to make a video which is now view-able on "Youtube" "Welcome back" and Thanks, Zack! In the photo, (l.) he is standing by the ladder. Enr. John Land is by the cab.

**New Horns** for RS-3  
 Noah McCann, a heritage railfan from California, presented the APR with a set of new horns to replace our damaged ones. (He had seen them on Zack's video!) He helped to install them, too.



## More Railroad News

### Priming and painting the 1909 CN ("McDonalds") Caboose (See p. 5)



\* \* \*  
\* \* \*



(l.) **Frank Holm** paints a window sill.  
(r.) "No. 112" parts  
The smokestack of the '112' was broken in two by a log loader at Beaver Cove. The Crew is going to put it back together.



*Photos: D. Hooper*

\* \* \*

### EDITOR'S NOTES

First off, we send retiring Alberni Valley Museum Director, Dr. Jamie Morton, our Best Wishes. We are grateful for his support and advice over the past five years. He will be sorely missed. We regret the circumstances leading to his retirement.

**News:** The Western Vancouver Island Industrial Heritage Society is happy to acknowledge receipt of a 'Community Gaming Grant' from the Province of British Columbia for 2018-19. Grant funds are used for work on artefacts that we own and may not be used for items owned by another level of government, such as "No. 7".

We acknowledge the support of the local businesses and organizations that helped to make a success of the "Antique Truck & Machinery Show": "Alberni Co-op", "Quality Foods" and "Coastal Community Credit Union" for tents; "Smitty's"; the City of Port Alberni; P.A. Fire Dept.; Sproat Lake V.F.D. A special thanks to Scott Robinson & "Kingsley Trucking" for sponsoring the Show and to "Alberni District Co-op" for their logistical support.

\* \* \* \* \*

(Continued from p. 4— "70 years of trucking" )

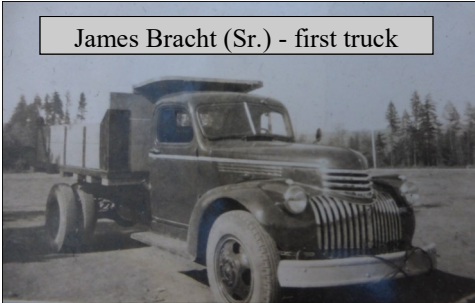
increased the horsepower by almost 60%!

Jamie said that the advent of the "Road Ranger" transmission changed everything. Before, heavy trucks had 'twin sticks'—Main and Auxiliary - but the "Road Ranger" combined both transmissions into one system. Jamie bought a "Kenworth" gravel truck in about 1974 with a "Road ranger". The driver was sceptical at first but soon realized the advantages that became the standard. "Autoshift" is the current revolution, says Jamie, who foresees "autonomous" trucks and trailers operating in the near future. In fact, there are some already operating at Fort MacMurray. And so, the changes continue.

*(Ed. Note: Thanks to Jamie Bracht & Vic Laughlin for their assistance.)*

## 70 Years in Trucking —the “Bracht” in “Rayner & Bracht” (Part Two)

When Jim Bracht (sr.) started trucking in the Alberni Valley, he joined a company that did everything – hauling gravel, road-building, excavation, lowbedding, moving lumber... and hauling wood chips along the Waterfront from the “Alberni Pacific” sawmill to the Paper Mill. When Jamie Bracht got his “Class C” in 1968, when he turned eighteen, “R&B” was still a general contractor but a lot of changes had already taken place.—bigger trucks, dual axles, power steering, bigger engines, to mention a few. Seventy years later, “Rayner & Bracht” (“R&B”) hauls chips along the Waterfront.



James Bracht (Sr.) - first truck

**1946 “Chevrolet” 2-ton—Specs**  
 Engine: 216 cu.in., 6-cyl. In-line  
 90 hp. (*not 100% sure*)  
 Transmission: 5-speed  
 Brakes; hydraulic  
 Steering: ‘Armstrong’  
 Single Axle  
 Capacity: 4 yards of gravel  
 Box: wooden sides

contractor but a lot of changes had already taken place.—bigger trucks, dual axles, power steering, bigger engines, to mention a few. Seventy years later, “Rayner & Bracht” (“R&B”) hauls chips along the Waterfront.

“Change” has been the constant and Jamie notes that one change leads to another and that the period of transition

can last a long time. For example, single-axle trucks did not just disappear overnight. The mills were originally set up to handle single-axle trucks—hoppers were smaller. When the mills got bigger hoppers, contractors needed bigger trucks. That is how “R&B” first got the contract.

“R&B” still had six trucks without power steering when Jamie began and, as ‘low man’, that is what he drove, the first few years. Jamie noted, “Truckers are simple people. They like things that work.”

New braking systems were a big deal after the Second War, when truck logging replaced rail logging as the main method to move logs. Before and during the transition period, there were way too many truck “runaways”. The railways had reliable air brake systems and Robert Swanson was Chief Railway Inspector and Safety Inspector for all of the (rail) logging camps at the time. He was asked to come up with a solution so, he did. He invented the ‘booster protection valve’ for a fail-safe braking system. He then issued ‘Air Tickets’ to logging truck drivers in the camps, as he visited them, which was a successful way to get them to buy into the new system. (Swanson was also responsible for the truck ‘runaway lanes’ on the just-opened Hope-Princeton Highway through the Coast Range.) Swanson’s innovation became the North American standard and this permitted trucks to carry heavier loads, safely.

Another change came in following the horrendous crash of a runaway gravel truck at Horseshoe Bay Ferry Terminal. After that, the Provincial Government enforced the mandatory brake check rules at the top of steep grades (eg. At the top of the ‘Hump’ on Highway 4) and made 6-month safety inspections of trucks mandatory as well.

The advent of radial tires in the 1970’s greatly reduced flat tires. Jamie remembers that “R&B” no longer needed a full-time ‘Tire Man’ in the Shop. ‘Air bag’ suspensions did not catch on till the ‘70’s and ‘80’s but they give a softer ride with simple maintenance, plus built-in weigh scales. (Driver comfort and safety is much better since the ‘Good ol’ days’!—Think air conditioning, noise abatement, seats. )

Tandem axles became common after World War II but Jamie notes that “You can still move a lot of gravel with a single-axle truck.” In the 1980’s, the Highways Dept. allowed ‘tri-dem’ axles so, “R&B” got Ross Stevens to convert their first trailer. Result: increased capacity and a longer load.

Then, there are the engines. From 90 hp in the old ‘Chev’ in 1948 to a 335 hp. “Cummins” in the 1960’s, to the 500 hp. “Cummins” in the “Kenworth” (*below*), there has been a cosmic change in power, in efficiency, in reliability. Jamie notes that, by “tweaking” the same engine over 20+ years, “Cummins”

(Concluded on p. 3.)

### 2005 “Kenworth”

Engine: 500 hp. “Cummins” ISX  
 Transmission: 18-speed “Road Ranger”  
 Axles: Two  
 Steering: Power steering  
 Capacity: 22 units of chips  
 Trailer: 53 ‘ box;  
 3 axles  
 Aluminum, “chain floor”



### “SPOT NEWS”

“SPOT NEWS” is published thrice yearly and is a benefit of membership in the I.H.S.... and you are supporting the preservation of Industrial heritage on Vancouver Island. Send queries or material to D. Hooper  
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**'BEFORE & AFTER - TWO RESTORATION PROJECTS**

Since June, very visible progress took place on two projects—one at the Roundhouse; the other at the Industrial Heritage Centre. The 1909 CN wooden caboose (once a “Mcdonalds” birthday party caboose in Nanaimo) was re-painted following a major structural and exterior rebuild.

New roofing was laid but the cupola still needs work, as does the interior. Frank Holm & friends work on this big job. [See p. 3 for more photos.]  
 \* \* \* \* \*

**TRANSFORMING A TRUCK IN SIX WEEKS**

On July 20, Gary West-

brook brought a rusty, beat-up 1973 “Hayes HD” rock truck to the IHC. They were shutting down their business. As there is no 1970’s “Hayes” in the Industrial Collection, we took it, happily. The Crew set to work, starting with a “power-wash”. The Summer students painted the box while Russ McCoy, Randy Catto and Bob Pfannenschmidt worked on the cab. Doors, windows, mirrors, hood, steps, covers all needed repair, rebuild or attention... and paint. “Hayes” chrome insignia were donated to complete the ‘look’, including one that was sent from Northern Ireland! (Patrick Walker’s Dad had driven truck for “M&B”). Gary was quite astonished when he saw the results, when they came to the Truck Show on September 1st! [View photos clockwise.]



**AFTER**

**AT THE TRUCK SHOW**

Russ McCoy power washes the newest acquisition.

(Below right) **Painting the Box**  
 Summer students & Randy at work



**BEFORE**



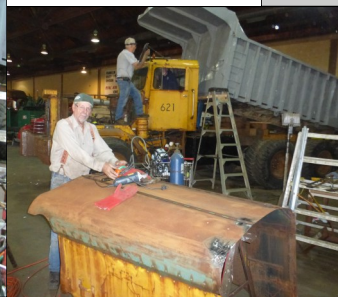
Randy & Nate paint the cab.

(left) **ALMOST DONE**  
 Hood is repaired & painted; ready to be re-placed over the engine.



**Rebuilding the hood**

Bob Pfannenschmidt rebuilt the heavily-worn hood and side-curtains, as well as the rusted-out door frames. (In the background, Nate and Russ are seen working on the cab.)



## SCENES FROM THE TRUCK SHOW



A

There were many young children at the Show and an effort was made to have activities for them.  
*(Above)* **Steve Alder** & members of the Vancouver Island Model Engineers brought the miniature steam locomotive, "TAMI". It ran steadily, all weekend. It was a real hit.  
*(r. above)* The **Soapbox Racer** Ramp was popular. Ken McDonald launches another happy driver.



*(Above)* The **Sand Box**

*(Below)* **Drag Saw**  
 Pete Geddes did demonstrations with the "Ottawa" Drag Saw, donated by Pat Hunter.



lot

Don Watt drives the model "Challenger".



of visiting and socializing took place at the Show. Don Watt brought his photo albums, which brought out many stories. Al Smith, one-time employee at "Hayes Manufacturing", came to the Show (below) and checked out the photos.



*(Left)* Jim Falconer swaps stories with retired logging truck drivers, Alex and Ed Spencer. Jim brought his father's "Hayes HD" restored rock truck to the Show.



**“ALBERNI PACIFIC LUMBER” (APL) CAMPS** in the Alberni Valley

The name “Alberni Pacific” has been in use for 102 years in the Alberni Valley. There has been an “Alberni Pacific” sawmill operating on the waterfront for all of that time. Railroads and logging camps have used the name, too. In the first half of the Twentieth Century, there were eight different “APL” logging camps. The last was APL “New Camp One”, at the end of Beaver Creek Road. (No APL “Camp 8” as ‘Bloedel Stewart & Welch’ had a ‘Camp 8’ at Great Central.)

Each Camp lasted only until the timber on the claim was exhausted. At times, “APL” had two, even three Camps operating at the same time, especially when one ‘Show’ was nearing the end of it’s timber. Some Camps, higher in the mountains, only operated in the summer as the snows were too deep in winter.

The first APL camp was on the eastern edge of Port Alberni, around 16<sup>th</sup> Avenue and China Creek Road. They logged the forests East of town, up to Roger Creek. The walking trail from 16<sup>th</sup> Avenue opposite the “Maquinna” school playground to the ‘Gymnastics Academy’ on upper Argyle Street follows old railway right-of-ways. APL Camp 2 began operations in 1920, with the rail line extending North from Camp 1, crossing Roger Creek Canyon to access the timber behind Cherry Creek and up the “Hump”. This operation ran till the late 1920’s.

“APL Camp 5” was at Nahmint Bay, down the Alberni Inlet. A logging railway was laid along the river, almost to Nahmint Lake. It opened in the late 1920’s and closed down when APL New “Camp One” opened in 1937.

It was mainly a ‘float camp’ but there were some buildings, such as the Shop, on shore. Logs were dumped into Nahmint Bay, sorted, then towed in booms to the “Alberni Pacific” sawmill in town.

Doug Harrison’s father went there to work in 1929. Ed Johnson was Engineer on one of the two locies working at Nahmint. (Ed had driven locie for the Bainbridge sawmill



**APL CAMP 1**—Loci Shed (r.) & Shops  
Oil tank car beside the Loci shed.  
(below) **APL CAMP 5**—Nahmint float camp



**FIRST AID SHACK** at Nahmint  
There were “Married Quarters” at this camp.  
(below) Logging Crew with big fir.

operations in the mid-1920’s and was later an Engineer at APL “New Camp One”, when that Camp opened.) Ed knew the Harrison family and that helped Doug’s father get the job. He fired for Ed, then got his Engineer’s ticket but, he got little opportunity to drive locies regularly in the tough forest economy of the early Thirties. Harrison Sr. and other Camp 5 personnel moved over to APL Camp 4, across the Inlet, before moving to “New Camp One” when it opened in 1937.



**THREE-LOG LOAD** at Nahmint  
on skeleton car.



**Ed. Note:** Photos are from the Collection of the late Fred Boyko.  
Information from Geo. McKnight’s “Sawlogs on Steel rails” and Doug Harrison.

## TRUCKS DEPARTMENT

It was a busy summer at the "Truck Museum" / Industrial Heritage Centre, culminating in the "Trucks & Machinery Show". Members hosted several groups at the IHC. "Camp Roots" groups, organized by Cathy Bagley from the AV Museum, came to do "100 Years Ago" activities and two "Summer Rec" groups came to visit. The two Summer Students, as well as doing painting and other jobs in the mornings, offered tours of the Museum every afternoon, Monday to Saturday. They were a welcome addition and accomplished a lot for the Society during their seven weeks.



**SUMMER STUDENTS—GUIDES**  
Nate Cyr (l.) and Nik Treleven were hired under a 'Canada Summer Jobs' Grant.

(r.) Nate is painting the bumper of the 1973 "Hayes" rock truck.

I.H.S. members took part in the Argyle Street Soapbox Derby in mid-July, sponsoring two young racers and helping out with this "Kinsmen" event.

Jan Jansma, Dan Jones and David Hooper opened the "Antique Trucks & Rail" display at the Train Station three days a week. In August, Norm Groves and Cliff West brought restored trucks down to the Station to show on train days.



I.H.S. members brought restored vehicles to show at "Alberni Co-op's" Members' Day in July. (The "Co-op" is one of our generous sponsors.)

Antique vehicles provided 'décor' at the "Kinsmen's" Provincial Rally at the "Kin Hut". Pete Geddes took the 1928 "Chev" fire truck to the Sayward Truck Show and several vehicles were taken down to the Station to take part in the "Show 'n Shine" for "Thunder in the Valley".

We took part in both the July 1st and the Fall Fair Parades. The Fall Fair entry was led by the 100-year old "Maxwell" log truck, visiting from the "Forest Discovery Centre" in Duncan. Apart from our own Show, the other big Show attended this summer was the AHS event in Duncan, where the model "Challenger" was a hit, visiting the big trucks. (*below r.*)



**"RANDY'S RACERS"**  
Shyla Brooks & Paige Baker  
R. Catto built the soapboxes.



"Show 'n Shine" Display



**Fall Fair Parade—drivers**  
(l. to r.) Cliff West, Ron Cooke,  
Les Stewart, Bob East.

*Photos: D. Hooper*



Fall Fair Parade Line-up, led by "Maxwell"





## OLD-TIME LOGGING

The "J.J. Logging" Crew did 14 old-time logging demonstrations this season—twice as many as in 2017. The difference was the "Fire Protection Plan" developed for the season with the assistance of Rod Clark and the "BC Wildfires Branch". This allowed us to operate, under strict conditions, all summer, with the help of other I.H.S. guys moving fire equipment for us.

There was one Show a week, with the exception of a special Demonstration for the Swedish Foresters' group that has visited the last three years.

The nose of the "Heel Boom" was raised, to give better visibility to the Loading Engineer.

Angus Coulter was 'fireman' for Steam Engineer, Ken Fyfe; Joe Netzer was Donkey Puncher; Ted Maurice—Loading Engineer; Tony Super—Chaser/Second Loader; Bert Simpson—Head Loader; Ron Greene—Rigging Slinger; Cam Grieder—Chokerman; Eric Netzer—Driver; Dylan Grieder—Whistle Punk. Jack James - the Boss.



(Below) "Steam Donkey Coffee, anyone?" Barista Fyfe (l.) offers some to Angus.



(below) "Waiting for the crowds to arrive."

(Below) Eric Netzer spikes the nose guy line to the anchor stump after the nose of the Heel Boom was raised.



(right) Ted Maurice was on the levers this time.

## 2018 ANTIQUE TRUCKS & MACHINERY SHOW



### AL MASON & the "MASON BASIN"

Al and friends put on a splendid radio-controlled Boat Show on the pond behind the I.H.C. Look for something bigger, better... and maybe deeper (?) next year!



Photos: D. Hooper

### "HAYES ROW"

This annual Show was hosted at the Industrial Heritage Centre in Port Alberni Sept. 1-2. There were 65 + trucks and old equipment on display, including things for children. [See p. 6] More than one thousand people attended the Show.

"Mayor's Choice" Award went to Bill Ziesel for his 1975 "Kenworth". (right)

The radio-controlled model boats, trucks and equipment (Lou Desbiens & friends) were a hit with visitors of all ages.

[See more photos on p. 6.]

