

# SPOT NEWS

WESTERN VANCOUVER ISLAND INDUSTRIAL HERITAGE SOCIETY

35 YEARS: 1983-2018

Newstand price—\$3.50

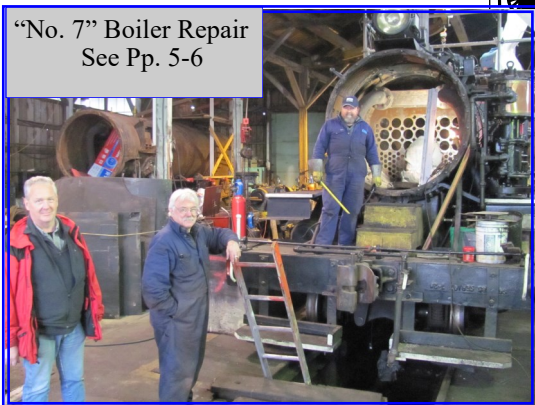
Have you renewed?

Issue 70



February 2019

"No. 7" Boiler Repair  
See Pp. 5-6



INDUSTRIAL  
HERITAGE  
CENTRE  
-the former Municipal

Arena.

**Below.** (interior)  
Antique trucks and machin-  
ery display, with the 1882  
Parlour Car "Strathcona"  
looming above the  
trucks.



Photos: D. Hoop-

## APR News



**"Santa Train Crew"** D. Warrender, H. Grist, R. Spencer, Santa, Elves, K. Hunter  
*Below:*  
Cocoa & Cookies - the "Hunter Ladies"



Photos: D. Hooper

**not** run tourist trains in 2019, "until the City can find a more "financially viable" way to run the trains." (AV News) They have yet to decide on City participation in the "No. 7" boiler repair project.

They also decided to separate the operation of the train from the operation of the McLean Mill National Historic Site. Subsequently, Council has decided that the Mill will only operate at a very minimal level—no steam sawmill—and, as of press time, it is still uncertain whether the 'Old-time Logging' show will take place.

The annual Christmas train rides were once again a great success, with more than 1700 passengers over the two days. The "MBL No. 11" diesel pulled the trains.

2018 was not a happy year for steam on the railroad, with the 1929 "Baldwin" No. 7 out of service after only a month of operation, following a major boiler tube failure, with no money left in the Maintenance Budget. The two APR diesels stood in for the "Seven" to complete the Schedule.

There was a Management change for the APR as first Sheena Falconer, then Jamie Morton, took over operations, to fill the void. In late September, volunteers began work on the "No. 7" boiler. [See article Pp. 5-6] Tie replacement on the line continued until December.

After the November civic elections, there is now a new Mayor and Council. As owners of all locomotives (except the "112"), plus some of the tracks, they had to make a decision on rail operations. On February 19, they decided to



**New Steam Locomotive Engineer?**  
R. Gledhill, Mikaela and new son .

### "CN" (Macdonalds) Caboose Restoration

Frank Holm and Sandy Fitzpatrick continue to work on the 1909 wooden caboose. They have been concentrating on finishing work in the interior and on fabricating furnishings such as the water tank, wash basin, bunks, cupboards, ice box and Conductor seats in the cupola. Hank Bakken has done a lot of the metal work for the job. The "CN Retired Employees" group donated \$500 and "CN" Corp will donate \$5000 to this project.



## Industrial Heritage Society—35 Years

### Part One – 1983-2001

*\*This article was created with the assistance of Hugh Grist and his records of the first twenty years. Thanks to Hugh, Bert Simpson and Kirsten Smith at the Museum for the use of photos.*

\*\*\*\*\*

The Western Vancouver Island Industrial Heritage Society received its Charter of Incorporation thirty-five years ago, in late 1983. Work had already begun two years earlier on the restoration of the 1912 "Shay" – the "Two Spot" - and on the "Washington Iron Works" steam donkey from McLean Mill. Model railroaders, upset with the condition of the iconic steam locomotive that sat deteriorating at the foot of Redford Street, got permission from the City to clean up the old locomotive. Some of these same men are still involved with the Society today. Look carefully at the photo. (left)



AVM Photo PN6490

The "cosmetic restoration" turned into "restoration to operation" when it was found that the boiler shell was still sound. Robert Swanson, former B.C. Railway Inspector and steam guru, supported and encouraged the project.

The Steam donkey was restored to operation by the time that the W.V.I.I.H.S. became official and the next year, 1984, the "Two Spot" made its Inaugural Run to the Station on August 11. Mark Mosher, who had once worked on "Two Spot" in the 1940s, was on the throttle, smiling! Trucks, a

lumber carrier and the "Buda" gas locomotive from the McLean Mill were handed over to the I.H.S. and the "Truck Department" was born. The City's old "Bus Barn" at the North end of Tenth Avenue became their restoration headquarters. Sproat Lake V.F.D. donated their 1939 "Ford" fire truck and work began on the McLeans' 1947 "Hayes" logging truck - "Yeller".

In 1985, an old passenger coach was restored and the first Steam Train Rides took place along the waterfront. The "Two Spot" gave 5500 persons a 'steam experience' on those first weekend rides that year.

1986 was huge for the I.H.S. It was the year of "EXPO 86". Most have forgotten that it was actually a World Fair with the theme of "Transportation". "Steam & Transportation" was the theme in May and I.H.S.-restored machinery was front and centre on the Vancouver site. "Two-Spot" was there with a log car; the steam donkey was rigged for loading with an "A-frame" and the just-completed 1947 "Hayes" log truck, with a drag saw, completed the operating display. (See photo -right) A crew of volunteers did regular demonstrations and they had the time of their lives! It was international exposure.



**"TWO-SPOT" INAUGURAL RUN 1984**  
Mark Mosher & Dave Lowe  
AVM Photo: PN 10802

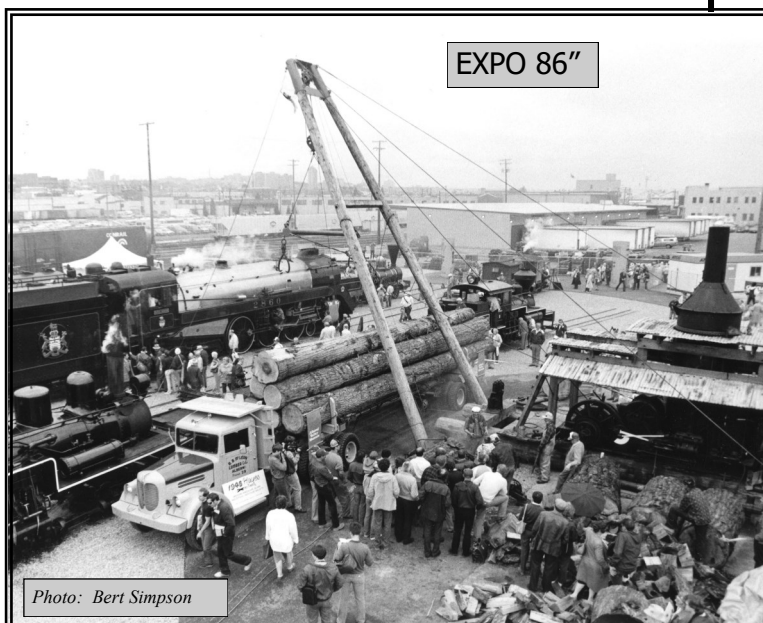


Photo: Bert Simpson

Back in the Alberni Valley, it was also the first year of the "Santa Trains" that have become an annual event on the social calendar for the past 33 years. For the Truck Department, it was the first time that a restored vehicle was taken 'on the road'. After the EXPO 'gig', "Yeller" was taken down to Seattle to a national Truck Show. Since then, restored vehicles have been taken to numerous Shows, Parades, Fairs and Exhibitions, including Truck Shows in Spokane, Portland and Salem, (OR.) On these out-of-town expeditions, we are promoting our community, as well as the I.H.S.

In 1988, "Alpulp" donated their "No. 11" yard engine – a 1942 "GE" diesel - to the Society. It was finally restored in 2012 and was the 'workhorse' of the 2017 season, when the heavier "No. 7" was not allowed to cross the two trestles.

1990 was a milestone year, when the City acquired the Port Alberni Train Station. I.H.S. and community volunteers, in a weekend Work Bee, rebuilt the second storey and restored the exterior of the historic building – one of only three designated "Heritage" buildings in Port Alberni. The Station became the home address of the W.V.I.H.S. In the 1990's, restorations and acquisitions continued. The "Buda" locomotive restoration was completed (It was restored for a second time in 2012, at the new Heritage Centre.) and the 1929 "Baldwin" steam locomotive that once worked on the "Alberni Pacific" logging railway was brought back to the Valley in 1991.

The "Two Spot" faithfully offered the weekend 'waterfront runs' every summer until 1994, when the Provincial Inspector condemned the loci's firebox. A highlight had been in 1992, when the "BC Summer Games" were hosted by Port Alberni. The "Two Spot" shone in the provincial spotlight when she transported 1750 athletes, coaches and visitors free of of the Games. In 1994, the 1954 obtained from Ladysmith. The fol-the big diesel that pulled the week-trains.

Wanting to have steam back on the decision was made to restore looking ahead to a train run out to the National Historic Site at McLean Mill. "Forest Renewal" monies funded the project. "No. 7" made its Inaugural Run as part of a "Parade of Locomotives" from the Station on July 1<sup>st</sup>, 1996. That year, close to 4700 passengers were carried on 'waterfront runs' and the first wedding on the train took place, with the reception at the Station.



**"Women at Work"**

**Train Station Roof-Raising 1990**  
The second storey was rebuilt and Station restored in one weekend!



*Photos: Hugh Grist*

charge for the week "ALCO" diesel was lowing year, it was end waterfront

the "Alberni Pacific", "No. 7" to operation, "Forest Renewal"



*Photo: Bert Simpson*

**"Inaugural Run"** of restored "No. 7" — July 1, 1996  
There was a "Parade of Locomotives", too, that day.

#### **"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  
Tel. 250-724-5509 or E-mail: dshooper@telus.net

#### **MEMBERSHIP IN THE W.V.I.H.S.**

\$20 / year Barry Miller  
Tel. 6601 Golden Eagle Way  
250-327-3535 Nanaimo, BC V9V 1P8  
E-mail: barrymiller\_piano@telus.net

## "No. 7" Boiler Repair—Progress Report

The Alberni Pacific Railway's steam locomotive – the 1929 "Baldwin" "No. 7" - suffered a major boiler failure in late July. It was discovered that boiler tubes had developed leaks, putting the locomotive out of service for the rest of the season. There was no question of any 'quick fix'. Major work was called for.

Fortunately, Roger Blagborne – a Boilermaker and steam locomotive guru who has worked on the "Royal Hudson" - has offered his expertise and guidance for the project. As well, several Boilermakers have offered to donate their time and skills.

First, to facilitate the Inspection, the boiler had to be stripped down to the bare shell and all of the boiler tubes removed. A crew of IHS volunteers began stripping the engine in September. The Boilermakers showed up in early October to begin cutting out the tubes – an onerous and dirty job. Their job of work on "pressure vessels" is a highly-skilled ... and highly-paid, trade. The work done in

October-November, if paid, had an estimated value of more than \$70,000. Several donations have already been made for the work done so far.



"No. 7" with smoke box cover removed to give access to one end of the boiler, to remove the 134 tubes and 21 superheater flues.

(Below) Ted Mollet removes a set of superheater tubes.



(above) **Removing tubes**

Les Stevens takes a tube from Barry Dobrensky (Boilermaker) while K.G. Campbell 'soupervises'.

(below) **Roger Blagborne** (centre) checks documents with Acting APR Manager, Jamie Morton (r.) and Michael Roxbrough—Boilermaker. *Photos: D. Hooper*



**Apprentice Boilermaker Sarah Smith** cutting 5" flues into sections for easier removal from boiler.



## "No. 7" Boiler Repair (cont.)

This is the third time that the Boilermakers have stepped up to work on steam equipment belonging to the City of Port Alberni. In 2012, they re-tubed the boiler of the 1917 "Farquhar" steam traction engine from the McLean Mill; in 2014, they re-tubed the boiler of the McLean Steam donkey. Now, in October of 2018, they began work on the "No. 7".

Four Boilermakers, assisted by several I.H.S. members, have been working on the project. Only one of the boilermakers lives in the Alberni Valley. Barry Dobrensky moved here recently. The other three—Michael Rox-



Boilermakers and superheater tubes  
(l. to r.) Barry Dobrensky, Sarah Smith, Michael Rox-  
brough.



Boiler shell stripped, ready for ultrasound testing  
The saddle tank and cladding have been removed.

brough, Sarah Smith and Brent Pennington,--live on the East side of the Island. Sarah is an Apprentice; the others are seasoned tradesmen. Michael and Barry worked on the two earlier steam projects here.

The shell of the boiler and the interior and exterior shells of the firebox had to be ultrasounded for thickness and the tube sheets magnafluxed to check for cracks. Jim Isenor ("Kodiak Non-destructive Testing") and his technicians looked after this job.

All this had to be done before the Boiler Inspector could make his Inspection, January 15. If he is satisfied with the condition of the boiler, the Boilermakers are willing to install the new tubes, continuing to volunteer their time. It will be up to the City—the owner of the "Seven" - to decide if they want the job to proceed.



(right, upper) **Ultrasound technician** scans the boiler shell.

(right, lower) **Inside the Firebox**

Metal thickness was scanned at 4" intervals. The readings are in 1/1000th of an inch.

Photos: D. Hooper

In the same period, the 'Truckers' continued their restoration work and showed off vintage trucks and machinery, including small motors, at Fairs and Exhibitions from Ucluelet to Duncan to Campbell River, not to mention the local Fall Fair and Parades.

In 1997, the water tower was erected at the foot of Argyle Street, to complete the heritage Station scenario. Another "Parade of Locomotives" was held at the Station, preceded by a parade of vintage trucks. The "Truckers" came into their own that year as there was a "Hayes Daze" event in August to celebrate the 70<sup>th</sup> anniversary of the legendary B.C. truck manufacturer - "Hayes". Thirty-three vintage "Hayes", including I.H.S. "Hayes" trucks were on display at the Station and along the Industrial Road. Steam excursion runs along the waterfront continued in the summers to 2000. That was the year that the McLean Mill National His-



**Lifting Roof** onto Water Tower at the Train Station— 1996 . "K.G. Campbell" crane does the lift. "Soup's" cranes have made many lifts for us in the 35 years.



**"Hayes Days" - 1997**  
"Yeller" & "P-16"



**1986 "Icons at the Station"**  
(l.) Restored '47 Hayes and 1912 "Shay" - **"Two Spot"**.  
*Photo: Hugh Grist*

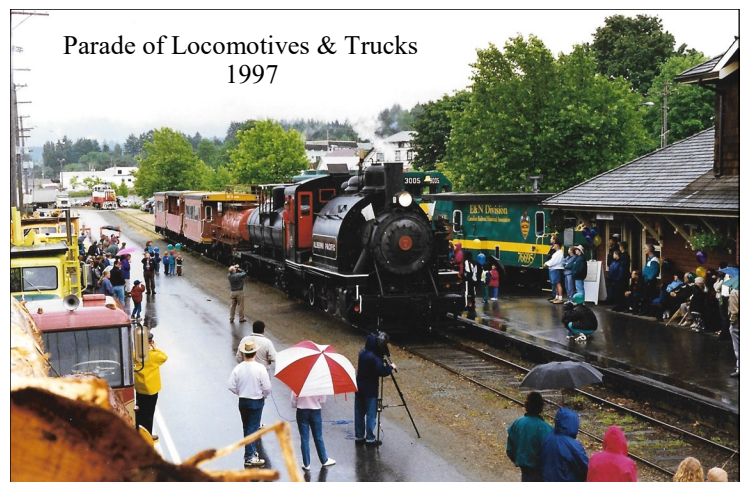


**1997 "Hayes Days"**  
(r.) Soup Campbell & Dale Nagel buck a log with 2-man powersaw.

*Photo: Bert Simpson*

the waterfront in summer and "Santa Trains" in December – before the steam train to the McLean Mill - it was calculated that more than 82,000 people were carried. It was also figured that volunteers had put more than 200,000 man hours into restoring, maintaining and operating items in the City's "Industrial Collection", including the train, up till then.

*(To be continued. "Part Two: 2001-2018" in the next Edition.)*



**Parade of Locomotives & Trucks**  
1997

## 35 Years of Restorations at the I.H.C. "Before & After" - 1963 "Mercury"



More than just trucks are restored at the I.H.C. as members have a variety of skills and many have acquired new ones. Photos on p. 9 show resuscitated steam engines. A 1940's-era Logging Crew Speeder (*below*) was re-built for use on the APR rail line; Ken Fyfe's 1923 "Keystone" steam driller was (re-)built from the iron work recovered and some rotted timbers. (*right*)



A "Made in Alberni" ("Alberni Engineering") Paper Tractor was restored and Hank Bakken completed the model logging truck (*lower right*) based on John Casanave's locally-built giant "Challenger" logging trucks. (The project had been started by ADSS

Metalwork Instructor, Bob Waldhaus, and his students. It is with regret that we learned recently of his passing.)



Paper Tractor  
Photos: D. Hooper



## 35 YEARS OF RESTORATIONS

Thirty (30)+ large 'artifacts' have been restored by the "Truckers" over the past 35 years. When one includes smaller machines and items like drag saws, winches and pumps, the number is over fifty (50). The 1928 "Buda" gas locomotive from McLean Mill (below) and the Steam Donkey have both been restored twice!

Several members have gained expertise in restoring old steam engines. With the help of Boilermakers, the Steam donkey boiler and the 1917 "Farquhar" steam traction engine (R.B. McLean Lumber Co.) were made operational again. A scrapped "Ross & Howard" steam engine from an historic sawmill on the Fraser River was re-built in 2015. It is similar to the steam engine that powers McLean Mill and was a working display there in 2016-17. It is shown below (*left*) in pieces on the IHC floor and (*right*) back in operation, powered by steam from the "Farquhar".



**1917 "Farquhar" Steam Traction Engine** at 2015 "Steam-Up" at the McLean Mill National Historic Site.



**The Most Recent Restoration**  
This **1973 "Hayes HD" Rock Truck** was donated July 20, 2018. It was in the Truck Show in September! It was donated by the Westbrooks of Campbell River.

*Photos: D. Hooper*



## 35 YEARS OF RESTORATIONS

First working at the old "Bus Barns" at Tenth & Hollywood, now continuing at the "Industrial Heritage Centre" (Old Arena) at Rec Park, the volunteers of the Truck Department of the I.H.S. have restored a series of vintage trucks, machines and steam equipment. They started by restoring the 1947 "Hayes" log truck once used by the "R.B. McLean Lumber Company". It was part of the equipment left behind at the McLean Mill Site when it shut



**1947 "Hayes" - "Yeller"**  
(Below) Restored  
(left) Working AVM pn 507Y8



down in 1965. "Yeller" remains a 'Crown Jewel' in the City's "Industrial Collection" and sets a high standard for all subsequent restorations. "Yeller" has been displayed at Shows and events from Portland and Salem, Oregon, to Vancouver and Victoria and other Island towns.

The Society is recognized internationally for its restoration work. A group of Dutch truckers came to Port..... to visit the restored trucks!

### 1926 "Federal"

#### Before & After Restoration

This truck was restored in 2015 and rebuilt as a tow truck, thanks to the boom from Dave Walmsley.

### 1944 "International" 6 x 6

Donated by the family of Don Rowe, it was restored in 2010. Below are the "Before & After" photos of this former Army truck, adapted to work in the post-war 'Truck Logging' industry in the Alberni Valley. Rowe grandson, Joel, is in the cab.



Photos: D. Hooper

