

# SPOT NEWS

WESTERN VANCOUVER ISLAND INDUSTRIAL HERITAGE SOCIETY

**35 YEARS: 1983–2018**

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Issue 71



June 2019



P. 2  
**CN (Mcdonalds)  
CABOOSE PROJECT  
NEARING  
COMPLETION**

Mark & Tony Super  
applying the new roof  
on the Caboose last  
year.

Photo: F. Holm

P. 10  
**SCHOOL CHILDREN  
VISIT THE  
INDUSTRIAL  
HERITAGE CENTRE.**

Children from Alberni  
Elementary School, with  
I.H.S. members and the  
1940 "International" fire  
truck.

Photo: D. Hooper



-Page sponsored by "Southside Auto Supply "-

**- Restoration of 1909 CN Caboose nears completion—** *by Frank Holm*

In 2006, an I.H.S. Crew fetched the ex-CNR 1909 caboose #77732 from Nanaimo. Then, it sat out in the weather in the local Railyard, awaiting attention. In 2013, it was moved closer to the Roundhouse and the restoration began. "Macdonalds" had put 7 roof vents in and they and the windows were all broken so, rot and warping abounded. Major gutting of the car began.

Platforms, air and handbrakes, end beams and grab bars were missing. Dan Gledhill, the APR Mechanic, fabricated the end beams, platforms and stairs. Frank Holm then took on the wood-working tasks and overall planning. Exterior siding and sheathing and interior sheathing were all removed, only to reveal rotten framing. Dan and Frank rebuilt it all to CNR specifications. A major floor beam, cut at the McLean Steam Sawmill, was installed, along with much new flooring.

As Dan's strength faded, Cecil Barrett came to help each winter, doing carpentry and much painting. *(Continued p. 5.)*



1985—In service as a "Birthday Party Caboose" at a Nanaimo "Macdonalds" restaurant. *Photo: F. Holm*

On the road to Port Alberni  
*Photos: D. Hooper*



December 2006 **Big Lift in Nanaimo**  
Caboose was lifted onto a lowbed.



The caboose was transported on a lowbed donated by Anna Berry. An I.H.S. crew moved the wheels and everything else. It started to snow during the lift. On arrival in Port Alberni, Soup Campbell's cranes lifted everything onto the tracks.

**Unloading** at Port Alberni Station  
K.G. Campbell donated cranes for the job.

**Caboose #77732 parked at the Station**—Winter of 2006-07  
Note the recently-logged summit of Arbutus Mountain—subsequently burned off in the fire of 2018. Also, the new roof on the Station. (The I.H.S. funded half of the cost of the roof.)



## ONE HUNDRED YEARS IN THE ALBERNI VALLEY FOREST INDUSTRY

Mention the name "Boyko" in the Alberni Valley and almost everyone will immediately think ... "Logger Sports". Every September, if you attend the Fall Fair on the Sunday, you will find Al Boyko at the "Logger Sports" venue, announcing the Events and telling the stories of old-time logging where the event originated. And, you will find two, sometimes three, generations of Boykos participating in the self-same events!

Wife Jean still can throw a mean axe; son Mike has been several times the National Log birling Champ; daughters Brenda and Janice are accomplished crosscut sawyers. Grandson Kenji is now aiming to roll his Dad off the logs in the Birling pond. Other grand-children are in the wings—"chips off the old block".

All of these skills grew out of the family's making a living in the forests of the Alberni Valley.

Alan's father, Fred Boyko Senior, came to the Valley in 1918—101 years ago. He found work on the Track Gang working out of "Alberni Pacific Lumber's" original "Camp 1", which was located South of China Creek Road and East of Sixteenth Avenue, by Maquinna School.

This Camp logged the timber East of the City, between Rogers Creek and the present Franklin River Road past Cox Lake. The Track Gang looked after the Main Line and laid the temporary spur lines into the new 'settings' as the loggers moved deeper into the old forest. Then, once the loggers had yarded and loaded out all of the logs, the Track Gang lifted the rails, then re-laid them into the next settings.

Fred Boyko Sr. learned track work upon arrival in Western Canada from the Ukraine in 1912. After two gruelling years of labour for an unscrupulous farmer, he signed on with the contractors laying track across Northern Alberta during the great Railway Boom before the First World War. He found the winters harsher than what he grew up with in the "Old Country" and moved to the West Coast.

He found work on Vancouver Island, where the first railroad logging was concentrated, at Union Bay, Buckley Bay and at the big camp at Rock Bay, north of Campbell River. In 1918, he came to

Port Alberni, to work at APL Camp 1.



**BOYKO FAMILY** at the Logger Sports venue in 1994 in Port Alberni. Al was "MC-ing"; the rest of the family was competing! *Photo: Al Boyko Collection*  
(l. to r.) Al, Jean, Brenda, Janice, Mike.



**TRACK GANG** laying rail into a new logging setting. Heavy work. New immigrants often were given this work. Boyko Sr. could speak 5 languages—an advantage when you were the Foreman.

*Photo: AV Museum PN19754*



### **LOGGERS' SUNDAY** in **APL CAMP 1.**

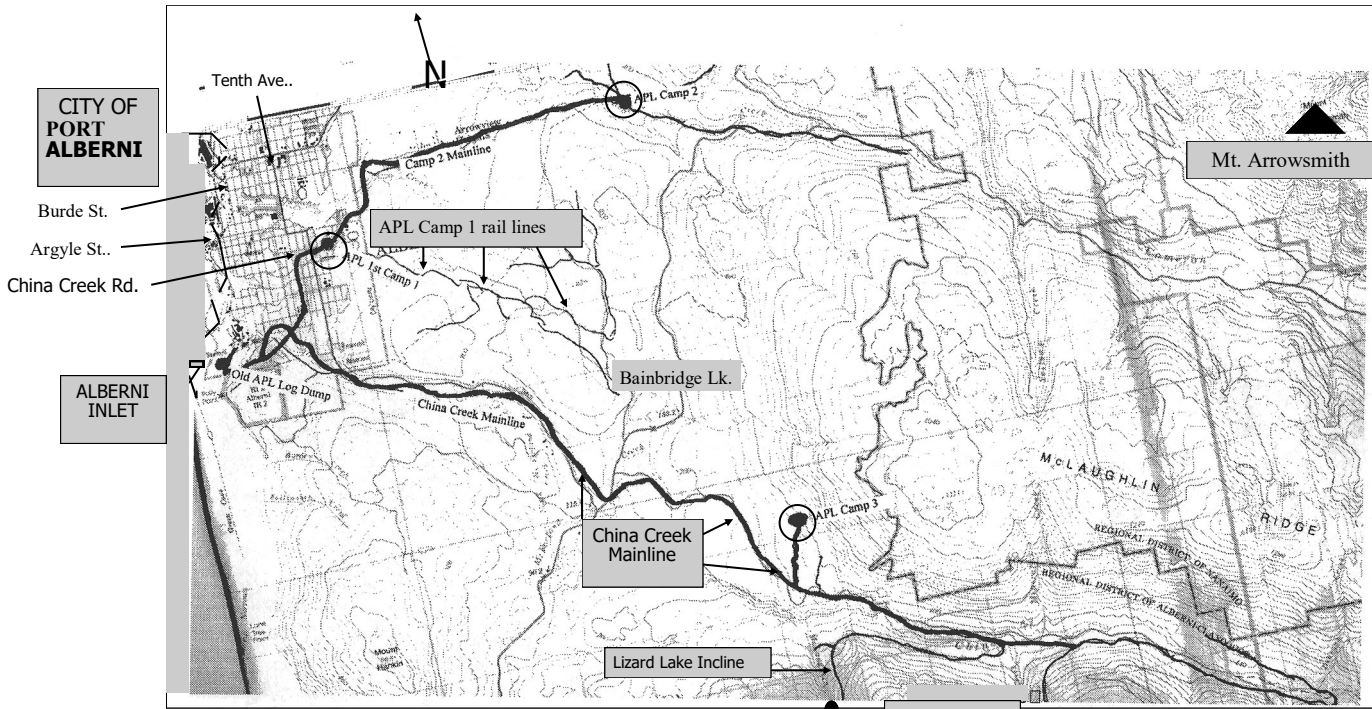
Loggers worked six days a week so Sundays were for cleanup, getting a shave or haircut, relaxation.

*Photo AV Museum PN 15374*

## "A.P.L." LOGGING CAMPS & RAILROADS EAST OF PORT ALBERNI

Logging Camp

This map is adapted from the map on p. XXII in "Sawlogs on Steel Rails", by George McKnight.



By 1920, logging operations had reached Rogers Creek. A trestle was built across the canyon to access the forests on the North side of the Creek and up the slopes of the mountain above Cherry Creek (across Highway 4 and up towards the summit of the "Hump".) APL Camp 2 was set up on the mainline, two miles (3 km.) North and East of Camp 1. Boyko Sr. was involved in all of this construction and maintenance of track, soon becoming "Track Foreman."

In the late 1920's, when the loggers were reaching the end of the accessible timber East of the City, the "Alberni Pacific" Company laid rail into the upper reaches of China Creek, into the valley below McLaughlin Ridge and set up "Camp 3". Boyko Sr. and his track gang laid the rails, put in the sidings and laid track into the new "settings" as the logging progressed up the Valley. For the first couple of miles, they followed the grade past Cox Lake, built in 1912 by the "Weist Brothers" - the first railroad loggers in the Valley.

From the mainline to Camp 3, Boyko Sr. and his Crew built the famous "incline" up the sidehill to Camp 6, at Lizard Lake. [See *photo-right*.] This was the longest and steepest incline built in the Alberni Valley. At the steepest part, the grade was 58%! Loaded log cars were lowered, one at a time, down the track to the mainline at the bottom. In 1934, there was a spectacular accident when the 'snubber' steam donkey was hauling itself up the incline to begin the summer logging season at Lizard Lake. Half-way up, a shackle let go. The 'snubber' ran away and was smashed to pieces at the bottom. Boyko and crew also built a second incline farther up the valley, up McQuillan Creek.

(Continued on P. 7)



### "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.

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## Restoration of 1909 CN Caboose (Continued from P. 2)



2014 Stripping Exterior Siding.  
 (Below) Frank, with Dan Gledhill, replaced this main beam.  
 Photo: F. Holm



2016 Frank Holm—stripping the other side.  
 (Below) 2014 Stripping rotten framework & siding.



Then, Sandy Fitzpatrick, a great Carpenter, built new doors, windows, tables, flip-back seats for the cupola, and

much more.  
 All wood-working and painting



helped to defray the expenses—Rail's Centennial this year.)



is now complete. Now, metal ware – grab bars, rungs, poles, handrails, air pipes and controls are next. Dan and Rod Gledhill donated a stove, supplemented by another from Troy Didier. Pete Geddes up-graded it.

IHS members have helped with many other tasks. Tracy Golden completed the signage and lettering wonderfully. The Province of British Columbia ("Community Gaming Grant") and the "CNR" es with grants. (It is "CN"

(Above left) **Dan Gledhill** installing new framework in 2016.  
 (Above right) New framework—almost the whole side was rotten.

(Right) **Cec Barrett** (l.), a retired CN employee from Saskatchewan, came out to work on the caboose for two winters with Frank. Here, he is priming siding boards with Frank. Cec arranged a donation from the Retired CN Employees group towards the project.



# CN Caboose Restoration 2018-2019



(Above) **Sandy Fitzpatrick** installs window

(Below) **Tracy Golden** applies the lettering to the Caboose.



**Interior of the Caboose**  
Benches fold into bunk beds for the Crew.



**Seat in Cupola**  
the Conductor can view the whole train from up there. There is a seat on each side of the cupola and the back folds.



is

The Caboose named

“Canadian National” logo from an earlier time. *Photos: D. Hooper*

for Karen Holm. She saw the task begun and the work is being completed in her honour and memory.



**ONE HUNDRED YEARS IN THE ALBERNI VALLEY FOREST INDUSTRY (Cont.)**

When all of the accessible timber in the upper China Creek valley was logged out, that operation was wound down and the Track Crew "lifted the steel" in 1934.

The big "Alberni Pacific Lumber" export sawmill in Port Alberni depended on a regular supply of logs so, as one logging Camp was winding down operations, the Company had always to be looking ahead to its next source of timber and setting up new Camps. APL Camps 4 and 5, at Underwood Cove and Nahmint Bay respectively, were operating at the same time as Camp 3.

By the 1930's, the APL company was running out of timberlands. By 1937, all of these Camps were shut down when all APL logging operations moved to the "New Camp One", north of the City in the upper Alberni Valley. (This was when H.R. MacMillan bought the "Alberni Pacific Lumber" sawmill and bought the Ash River Valley timber block from the Rockefellers, who had bought it at the beginning of the century.) It was a magnificent stand of timber... with no access. So, Macmillan built a new railway to move the logs to his



**APL Camp 2**, near Rogers Creek Canyon and Trestle. 1918  
AV Museum PN 12543



Loading Crew with Gin pole—Camp 2 1922  
AV Museum PN 07380

newly-acquired sawmill. (The "No.

7" worked on this line. This is now the grade of the "Log Train Trail" running along the base of the Beauforts.)

But, by then, Fred Boyko Sr. had left the woods. When his Crew had finished lifting the rails from the Camp 3 operations, Boyko was offered a job by "Bloedel, Stewart & Welch" - the other big forest company in the Alberni Valley in that era. "B.S.&W." were building a new, modern sawmill—the "Somass Mill" - on the Alberni waterfront to process the timber from their new logging camp at Franklin River. The Company wanted to build a rail system in and around the Mill so they hired Fred Sr. to lay the track and

maintain it. This included the track for the big Crane that ran along the dock, for moving lumber and loading ships and barges. As well, they had him build the "Scow Grid", from where locomotives and rail cars could be moved to and from Franklin River "Camp A", down the Alberni Inlet.

Fred Boyko Sr. had three sons: Fred Jr., Alan and George. Fred worked a few years at Franklin River but, after an industrial accident, moved to town and became an Electrician. He was well-known for his interest in history and his collection of historical logging photos. Alan spent his life in the logging industry: at Franklin River, at APL new Camp 1 and then for 40 years+, working for "M&B" at Sproat Lake as a Bridgeman, amongst other things. Brother George made a career in the military.

All of Alan's children have worked in the forest industry, with son Mike presently working at the "Alberni Pacific Division" sawmill. That makes for 101 years in the forest industry of the Alberni Valley for the Boyko Family.

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*With acknowledgements to Alan Boyko for providing photos and the basic information; to the Alberni*

*Valley Museum for the use of photos. Acknowledgements also to the late George McKnight for*

*information and maps found in his book, "Sawlogs and Steel Rails". - Editor*



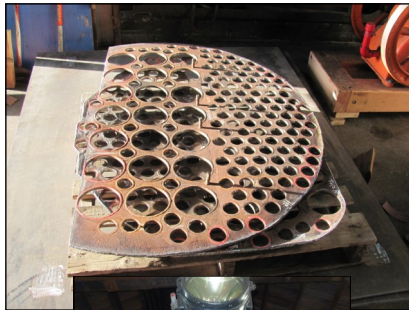
**Fred Boyko Sr. & sons**  
Fred Junior & Alan.  
*Photo from Al Boyko Collection*

## ALBERNI PACIFIC RAIL NEWS

With no trains running this season, it has been quiet in the Railway Department. The Crew (I.H.S. members and Boilermakers) working on the **"No. 7" Boiler Project** are waiting for the new tubes to arrive. The tubes are "waiting" at U.S. Customs to be processed. The steel plate for the new Tube Sheets is already here (*below right*) but the holes for the tubes and flues will have to be bored, using the old tube sheets (*below left*) as templates.

In the meantime, the boiler is an empty shell and one can see through the whole length, from

*Photos: D. Hooper*



### STEAM IN 2020?

the smokebox at the front, out through the Firebox door at the other end! *See photos below.*



\$60,000 has been donated towards the boiler rebuild: \$20,000 from the I.H.S.; \$20,000 from an Anonymous Donor; \$20,000 from the City—money taken out of the Museum Budget. Donors wanting to support "Steam in 2020" should contact the AV Museum (Shelley) at 250-723-2181 and they will get a Charitable Donation Receipt for Tax purposes.

### 1923 "Baldwin" "No. 112"

Work continued this spring on the "CANFOR" engine retrieved from Beaver Cove. Sandy Macham, K.G. Campbell and Keith have been working Saturdays at this project. The broken smokestack was recently welded back together by Keith.

#### \*\* EDITOR'S NOTES \*\*

With no trains operating, the Steam sawmill shut down for the third year and the McLean Mill National Historic Site offering no activity for visiting tourists, a person who believes in the value of "Heritage" could be forgiven for feeling somewhat depressed.

As is evident in this Newsletter, I.H.S. members continue to keep the flame alive, welcoming visitors, including children's groups, at the Industrial Heritage Centre and by participating in events at the local level, as well as at the International level. Our restoration work is recognized in other parts of the world. A small group continues to work on railroad projects at the Roundhouse—on the "7", on the "112" and on the Caboose.

Please continue to support our Sponsors. They are a 'ray of sunshine' in the gloom.





## MEMBERS at WORK



### TRIP TO **ATHS NATIONAL TRUCK SHOW IN RENO**

Russ McCoy, Bob East and Cliff West took the model "Challenger", the 1937 "White" and the 1926 "Federal" to the biggest vintage Truck Show in North America in late May. The little "Challenger" was a big hit down South! In the photo, they are preparing for departure.



### **HERITAGE FAIR—"COMMUNITY DAY"**

More than a dozen members helped out at the annual Regional Fair. On the Saturday, Russ McCoy, Cliff West and Norm Groves brought restored vintage equipment to display at Echo Centre. There was a lot of interest and favourable comments from the public.



### **CRUISE SHIP VISITS**

The I.H.S. took part in hosting the visitors. The Holland America "Maasdam" visited on May 25, June 15 and on July 6.

We supplied two heavy vintage trucks as a 'security barrier' at the entrance to Harbour Quay. The Station was cleaned up and opened by members and Rollie Hurst manned the Telegraphist's nook. The Model railroad Room was opened for visitors.

The Truck Bays were opened for display. Other members hosted visitors at the Industrial Heritage Centre.



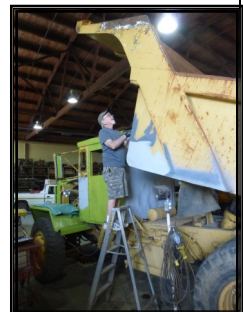
### **BABY 'EUCLID' RESTORATION**

Work continues on the restoration of the truck that was donated by the "Heavy Duty Mechanics" Programme at VIU (Vancouver Island University.)

Les Stevens did the welding and fabricating jobs, replacing and rebuilding fenders, sections of the hood, box, etc. Randy Catto (*right*) has been painting with primer and "Terex Green".

The broken front coil spring is being repaired by welder, John Granneman. Power wash by Bob East (*right*)

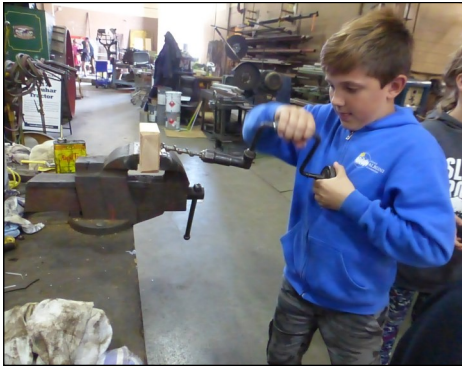
*Photos: D. Hooper*



## CHILDREN AND INDUSTRIAL HERITAGE ACTIVITIES

In the past two months, members have hosted activities involving more than 145 children, including 60 at the Regional Heritage Fair and four Elementary school classes who came to the Industrial Heritage Centre. "Hands-on" activities were organized, including drilling holes, hammering nails, starting a small gas engine, using an old printing press, operating a crane and driving soap box racers. They also rode in vintage fire trucks.

This summer, we will be hosting "Heritage Campers" from the AV Museum, two "Summer Rec" groups and helping with the "Kinsmen" Soap box Races on July 20.



Drilling Holes



Popular with the Grade 2's



Lane Boyd with the small engines.



(l.) Bert Simpson & power screwdriver.

(Below) Jan Jansma gave a tour of the "Strathcona" Parlour Car.

(r.) Pounding nails provided great satisfaction.



Photos: D. Hooper



**ANTIQUE TRUCKS & MACHINERY SHOW**

August 31-Sept. 1st  
2019

PORT ALBERNI,  
BC  
CANADA



1973 "Hayes WHD"  
Owner: Steve Drybrough

**VINTAGE TRUCKS, ANTIQUE MACHINES & LOGGING EQUIPMENT**  
 INDUSTRIAL HERITAGE CENTRE—9th Ave. & Dunbar St.

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"Are we finished yet?"