

SPOT NEWS

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Western Vancouver Island Industrial Heritage Society

Issue 48

Have you paid your 2012



October 2011



WINE TRAIN IN AUTUMN

"Number Seven" waits patiently at "Chase & Warren" Estate Winery.

Photo: D. Hooper

ALBERNI PACIFIC RAILWAY at work



Railfans do a "photo op" by the Loading Shed.
Photo: K. Rutherford

"Far Rail Tours"
On June 15, enthusiastic rail fans –mainly Europeans–descended on Port Alberni to charter our equipment for a day of "photo ops." They wanted the 'steam rail logging look'. Coulsons kindly loaned the APR some big cedar logs while Frank Holm painted the PGE caboose for the event. (This has since been moved to Saskatchewan.) Ken Rutherford (*seen left*) organized the event as a fund-raiser for the I.H.S.



On June 28, Don Wigen led a speeder tour over the Summit to Parksville and a second tour to a BBQ and visit 'chez' Ken Fyfe (Whiskey Creek) the next day. (l.) Don (middle) is seen here at the Station with "Motorcars West" organizer, Margaret Hope, and Kevin Hunter.

(below) **BCIT Conductor Training Class**—July with I.H.S. members R. Hurst & Irv MacIntyre



Hosting BCIT Conductor Training classes has become the major source of income for the I.H.S. this year. Two more groups were hosted in July, in the middle of our A.P.R. summer season. This stretched the train crews as three members are needed to run the "Number 7" while another three are needed by BCIT. Seven BCIT groups have trained here so far in 2012 with one more class scheduled for November.

Photos: D. Hooper

MEMBERS at WORK THIS SUMMER

For a second year, the Alberni Pacific ran Thursday to Sunday, from the first weekend of July until Labour Day. Several charters and special event runs filled out the season. A water leak in the firebox made the “Number 7” miss four days of runs in late August while inspections and repairs were carried out. The ‘ALCO’ diesel “RS-3”, which has operated at least 45 days this year—mainly for BCIT training—covered the schedule while she was down.



Two cruise ships visited the Harbour this season and sold-out charters to the Mill and to the Winery were organized, amongst all of the other charters for passengers. (left)

The Truckers’ Dept. was busy, also, with parades, visits and Shows, including the Show at the McLean Mill. I.H.S. vehicles formed a large part of the two local parades this summer.



STREET GANG HANGING OUT?

Members waiting for parade to start. (Below) Mayor McRae & grand-daughter ride with City’s 1st excavator behind Vic Laughlin’s “Baldy” - 1948 “Hayes”

The truckers organized a “Vintage Trucks & Rails” display in the “truck bays” behind the Train Station, opening it July 3rd for the summer season. J. Heid, J. Reeves, J. Jansma and D. Hooper manned the display 3-4 days a week. It was an opportunity to show off our restored vehicles and equipment to visitors to the Harbour Quay/Train Station tourist area. 642 visitors signed the Guest Book.

The first Mayor’s 1913 “McLaughlin” had pride of place. Geoff Stubbs’ loan of a 1907 Esso gas pump really enhanced the presentation of the old car. The AV Museum provided the signage for all of the vehicles.

As a project in honour of the Centennial of Port Alberni, the City and the Fire Department decided to sponsor the restoration of the first Fire Truck—a 1928 ‘Chevrolet.’ Ben Schievink is taking the lead on the project, with the assistance of John Reeves and other members. [Photo: lower left]



In September, we helped the Nanaimo Antique Car Club host the visiting “Malahat Challenge” event for pre-1927 cars, welcoming them to our sites—the IHC, the Station display, the Roundhouse, as well as the McLean Mill.

During the summer, five members began their training as Conductors, first shadowing active Conductors, then gradually trying out and taking on some of the duties with their mentors. Some should be ready to become full Conductors in 2012.

Society members have been busy operating the locomotive, the railroad, the steam donkey and old-time logging equipment. The vintage trucks have been on show all summer. We have been busier than ever before and now, it is time to put things “to bed” for the winter.



(l.) Rod Clarke, one of the Conductor Trainees.

(above r.) **Clean-up for Winter**
Hank Bakken (l.) and Cliff West wash off the 1932 “Hayes-Anderson” and the lowbed before putting them away in the Heritage Centre.
Photos: D. Hooper

OLD-TIME LOGGING - HOW TO RAISE A SPAR TREE

During the era of Steam logging and wooden spar trees, one of the duties of the rigger was to be always looking ahead for trees that would be suitable for a spar in the next setting to be logged. Then, the "Bull Gang" would set to work to have the tree rigged and ready when the loggers had cleaned up the previous 'setting'.

When there was no tree suitable in a setting, the crew had to bring one in and raise it. This was obviously more work than using a standing tree but, on the other hand, the rigger would know that they had a good, sound tree and raise it in the best possible spot for reach and deflection. The following photo story shows another example of 'logger ingenuity'.

Once the spar tree was hauled into place in the "landing", a 'gin-pole' was used to raise the spar. The 'gin-pole' and the spar were laid butt-to-butt. [See photos #1 & 2] A mat of small logs was laid for the butt of the spar to rest on.

Next, the gin-pole was raised, using "2-block purchase", then guyed.

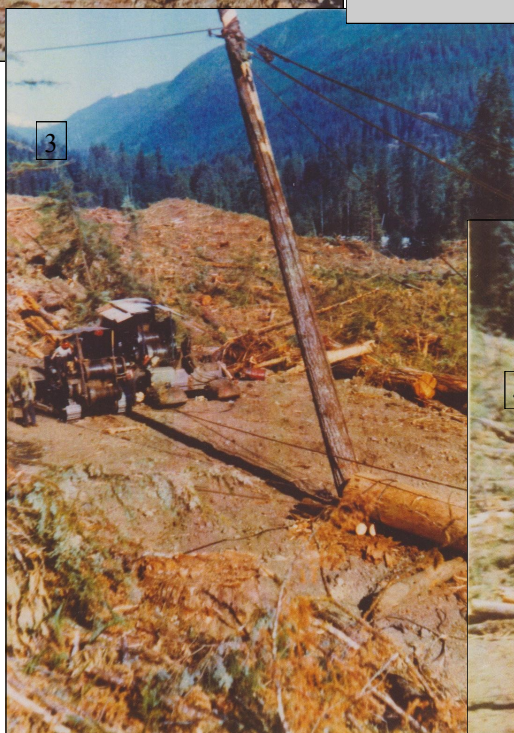
[Photos #2, 3 and 4.]



Photo #2: Note the Cat with three drums powering the operation..

Notice how much smaller diameter the gin pole is in comparison with the spar.

Photo #4—gin pole at the vertical. Note the length of the spar!



'HOW TO RAISE A SPAR TREE' (cont.)



#5: With the Gin-pole up, now it is time to raise the spar. (This was known as the "Flying Gin pole" because, as you see in #6, with the spar past 45 degrees, the gin pole's job is done and it is now hanging in the air.)

#7: The spar is now in place; guy lines are being hung, then tightened. Gin-pole still hanging.

#8: A Heel boom has now been rigged and the tree is about ready to work. Notice the loading and yarding donkeys at the foot of the tree—the same layout as at the McLean Mill Show.



ACKNOWLEDGEMENTS to Jim Falconer via Don Watt for these photos. "Thanks" to Jack James for lending his memories of a life-time of experience to explain the photos. Any errors are the fault of the Editor.

EDITOR'S NOTES

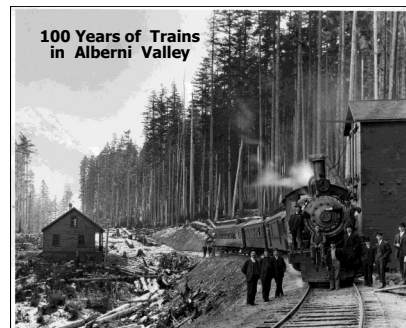
December 20, 2011 will mark the 100th Anniversary of the arrival of the first train in Port Alberni. Scheduled service did not begin until some months later. 1912 was also the year that the "Two-Spot" - our iconic "Shay" locomotive—arrived to begin the era of Steam rail logging. 2012 will also be the Centenary of the City of Port Alberni.

Anniversaries will be the order of the day in 2012 so, stay tuned for special events, beginning with a commemoration of the arrival of that first train in December, 1911.

This summer, a PBS crew from "Great Scenic Railways" spent two days filming the APR operation and the old-time logging show. WFN also took some footage of the train so, we have got a lot of media attention this year. Watch for the PBS show next spring!

A commemorative Rail calendar, featuring a number of historic photos, including the one below, will soon be available at the Museum or from the Editor, @ \$20.

There will also be an I.H.S. calendar and Truck calendar.



STEAM TRAINS in WINTER

Annual "Santa Train" - December 3rd and 4th

Winter "Winery Train" - December 10 1 p.m.

Reservations strongly advised.— Telephone 723-1367!

FINANCES

The I.H.S., for the fourth year running, has received a smaller grant from the Gaming Branch. Funding from "Gaming" - formerly known as 'Bingo Funds' - has declined from a high of \$40,000 in 2008-09, to \$36,000 the next year, to \$18,000 for 2010-11—after being totally cut off for several months last year—to a grant of \$13,750 for 2011-2012. Our funding from that source has dropped by two-thirds.

It is only thanks to the BCIT Conductor Training Courses hosted by the I.H.S., using A.P.R. equipment and personnel, that we have the funds to continue on our projects. We have hosted seven courses this year—which is good—but members are now WORKING, and putting wear and tear on our old equipment, in order to earn the money to do our projects. Members thus have less TIME to do our own projects.

Gaming Branch policy specifically bans us from using their funds for work on City-owned items such as the "Number 7", "Two-Spot" or any of the McLean trucks. We are effectively working much harder to have less money—money that is used for the benefit of the community to help preserve its heritage.



SHOWING OFF

(1.) The 1938 "Railroad Mack", with the big "Fairbanks-Morse" stationary engine on the back, was a popular sight this summer. Seen here at the Forest Discovery Center in Duncan with H. Bakken and V. Laughlin.



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

\$15 / year Cash or cheque to:

Barry Miller

6601 Golden Eagle Way

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"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 for articles to D. Hooper Tel. 724-5509 or e-mail: dshooper@telus.net

MEMBERS at WORK



(above) **Al Green** at the levers of the Steam Donkey for “Old-time Logging Show”.

(above right) **Loading Crew**
Tony Super gives the “Go ahead” to the loading pot as Jack James sets the tongs. Head loader, Bert Simpson waits on the truck roof.



SOUP'S LATEST ERECTION lifting tank onto the water-tower at McLean Mill.

“Have grill, will travel”
(below) Bill Brown & son William run the grill during the Truck Show.



Photos: R. Brandner, D. Hooper



(above left) **Volunteers' Dinner**

(1.) **Barry Miller** waiting.



(above) **Display at Truck Bays**
Jake Heid and Dan open up display for Cruise ship visitors.
(1.) **Fireman Jonathan Peck** waters the “Number 7” at the Mill.

ANTIQUe TRUCK SHOW at McLean Mill National Historic Site



1932 "Hayes-Anderson
loaded for dump demo.



"Hayes Corner" at the Machine Shop

The fifth Antique Truck show sponsored by the I.H.S. took place Sept. 3-5 at the McLean Mill with more than 60 vehicles present and 900 visitors. The sandbox and the fleet of toy trucks were a big hit again. Photographers had a Hay(es)-day and there was an 'old-time logging' demonstration each day. Vic Rawlinson led an excursion of vintage trucks to Port Alberni and back, to give the townsfolk a show, too.



"Mack Row" — J. James (r.) and B. Dodds swap stories with Bob Dingsdale.



Coastal Community Credit Union sponsored the Show again this year. Here is their tent beside the crowd-pleasing radio-controlled models of Lou Desbiens and friends.

Photos:
R. Brandner
D. Hooper

(above) Bert Simpson was "Fleet Supervisor" at the sand box. [Inset] (r.) Ron Jeskey gives Auburn Heid a ride around the site.



“A WEEKEND IN THE LIFE “ — I.H.S. VOLUNTEERS—August 27-29.

Summer is the busiest season for the I.H.S. and it has become even more busy in the past couple of years. With the many interests of volunteers, it is even risky to try to describe the week’s activities as one is certain to leave people out... but, “Here goes...”

Saturday, August 27

Conductor Trainee G. Stubbs

- Before 7 a.m.—Fireman & Engineer at the Roundhouse to raise steam & service “Number 7”
- 8 a.m.—Conductor arrives to log on & prepare the train
Conductor Trainee helps out and learns the job.
- 8 a.m. - volunteers start to show up at Industrial Heritage Centre.
Preparing / cleaning vehicles for the Antique Truck Show.
- 9 a.m.—Train starts move to the Station
- 9:30 - J. Heid opens “Truck & Rails” display in Truck Bays at the Station.
- J. Jansma & D. Hooper brushing on McLean Mill spur
- F. Holm brushing in Rail yard.
- 10 a.m.—Train leaves Station for McLean Mill.
- 11 a.m.—K.G. Campbell as ‘tail sawyer’ in Mill demonstration.
- 2 p.m.—Afternoon train leaves for the Mill.
- 6:15 p.m.—Train crew puts “Number 7” to bed; Conductor logs off.



Sunday, August 28

Photos by Ron Brandner

- Before 7 a.m.—Fireman & Engineer at the Roundhouse to raise steam in “Number 7”
- 8 a.m.—Conductor arrives to log on & prepare the train
- 9 a.m.—”J.J. logging crew’ assembles at McLean Mill—tend fire, set out tools & equipment, split firewood, water down the setting, check Equipment, clean up site, put out benches.
- 10 a.m.—Train leaves the Station for McLean Mill.
- 11 a.m.—”Old Time Logging Demonstration”
- 2 p.m.—Afternoon Train leaves Station “Run-around” in Yard.
- 3 p.m.—Logging Demonstration #2
- 4 p.m.—Clean up, put away tools and equipment.
- 6:15 p.m.—Train crew puts “Number 7” to bed; Conductor logs off.

Tail-sawyer Soup Campbell



Monday, August 29

9 a.m.—V. Laughlin & H. Bakken lowbed trucks to McLean Mill in preparation

J.J. and Logging crew

- for Antique Truck Show.
- R. McCoy & B. Schievink working on restoration projects at I.H.C.
- K. Macdonald doing clean-up at I.H.C.
- F. Holm brushing in Rail yard.
- P. Geddes brushing with tractor-mower at Compton Rd. Crossing.
- 6 p.m.—B. Simpson & D. Hooper move Walmsley logs to clear space for Truck Show.

.... And this is just three days in the summer....!

Vic & Vic moving the 1932 “Hayes-Anderson” into position.

