

SPOT NEWS

Western Vancouver Island Industrial Heritage Society

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"TWO-SPOT" RETURNS TO PORT ALBERNI STATION

The 1912 "Shay" locomotive, the first vintage machine to be restored by the Industrial Heritage Society, was ceremoniously put on display at the Station on September 5, 2015. The 42-ton loci is dwarfed by her bigger sister, the 1929 "Baldwin", "No. 7". (90 tons)

It was the first public appearance of the venerable loci in 15 years. The cosmetic restoration was completed thanks to the efforts of Rod Gledhill and friends.

Photo: D. Hooper

ALBERNI PACIFIC RAILWAY



CONGRATULATIONS, Rollie and Raeburn Hurst
Rollie drove the train to the 50th Anniversary party.

Photos: D. Hooper

was a Fire Patrol following all trains.

The 'Comox Logging & Railway' logging crew speeder, driven by Pete Geddes, did a couple of runs to the Mill in August. [below.] Rod Gledhill completed the cosmetic restoration of the venerable 'Two Spot', the 1912 'Shay', which was on public display at the Station Sept. 5, Sept. 26 and Sept. 29. Tracy Golden applied the numbers and the lettering to provide the finishing touch.

There were nine runs in September, including wine trains, a cruise ship charter, 'Steam Specials' and a charter by the BC Forest Service to bring all of the Grade Fives in the Alberni Valley for "National Forestry Day".

Another summer of steam train runs and excursions is over and the 'shoulder season' is winding down. There were 60 runs between June 27 and August 30. The 1929 'Baldwin' "No. 7" locomotive did most of the work but, as the Forest fire Hazard Rating reached "Extreme" in early July, it was replaced for the week by the "No. 11" - the 1942 'General Electric' diesel-electric that used to do switching at the local Paper mill. Unfortunately, this locomotive was not up to the task. The air compressors were over-worked charging the brakes and one blew up. The big ALCO "RS-3" had to go out to rescue the train and bring it home. [Photo below] Happily, the heat wave broke and the 'No. 7' was able to go back to work. Nevertheless, the Water car was always part of the train, spraying the tracks and there



WORK ON THE "112" - 1923 "CANFOR" "Baldwin"
(Below) Sandy Macham (l.) and K.G. (Soup) Campbell - working on the '112'. These two, plus a crew of volunteers, have got a lot done this summer and have been mainly pleased by what they have uncovered. This day, they were burning off nuts to be able to remove the superheater tubes.

Photo: Courtesy R.S. Macham



Crew Speeder at the Station
Pete Geddes (r.) and Frank Holm

Restoration work on the 1923 "Baldwin" is on-going, led by Soup and Sandy on Saturdays.



ALBERNI PACIFIC CREW & VOLUNTEERS



Rollie



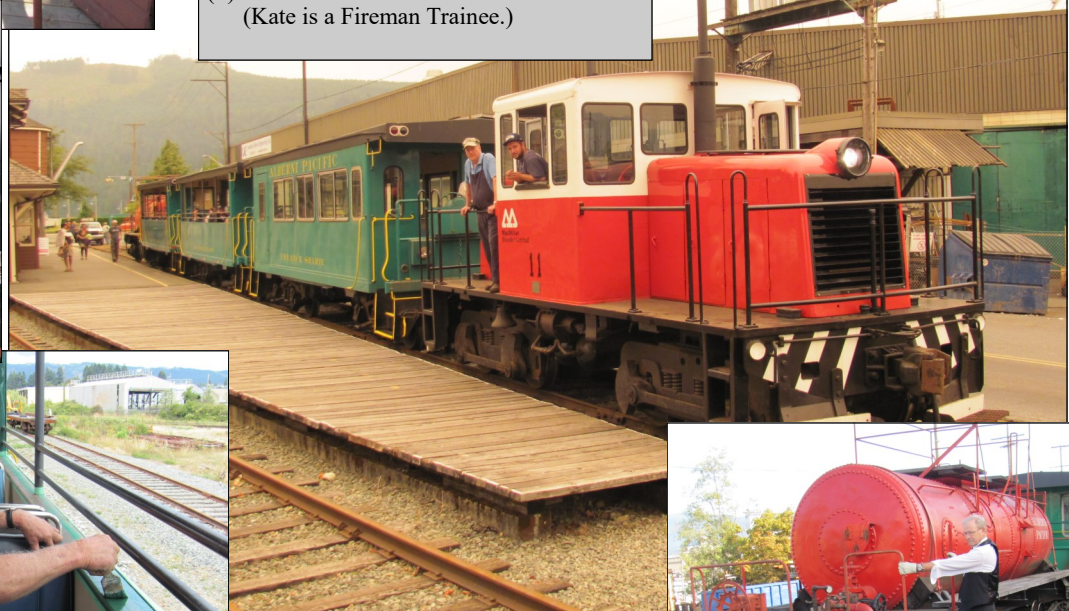
Bill Walker & Barry Miller



Dave Taberner

(below) J. Land & R. Gledhill on "No. 11"
(Haze is from Dog Mtn. Forest Fire.)

(l.) Kate Thomas & Dave Newman
(Kate is a Fireman Trainee.)



(l.) Michael Stewart painting sills.

(lower r.) Frank Holm & Pete Geddes



Ken Rutherford



3 Dan Gledhill & Ted Mollet repair "No. 7"'s spark arrester.



"STEAM-UP" & ANTIQUE MACHINERY SHOW

The second "Steam-Up" hosted by the I.H.S. was held at the McLean Mill site, July 24-26. There were 45 vintage machines on display, including 14 working steam machines. The miniature steam engine of the Vancouver Island Model Engineers was a big hit, giving rides along the banks of Kitsuksis Creek. Visitors enjoyed the sight of steam vehicles moving around the Mill site. Richard Roberts' 'Stanley Steamer' was another hit, as were the two "Mann" steam trucks, both built within a few months of each other, in 1912. The largest visitor was George Hoffman's monstrous 1913 "Garr-Scott" steam traction engine from Surrey. George brought a load of corn with him and steam-cooked it for the participants Friday night. (See photo below).



STEAM LINE-UP in front of Steam Sawmill
(l. to r.) "Ruxton" steam roller and "Mann" steam wagon (BC Forest Discovery Centre), Roger Blayborn's "Mann" steam wagon, George Hoffman's 'Garr-Scott' traction engine.



'Stanley Steamer' "off-roading"



"Garr-Scott"
steamed corn.



(r.) **Fred Raven** brought a fleet of R/C boats to the Mill Pond. **Al Mason** brought his West Coast work boats—tugs and fishboats.



1917 "Farquhar"

SCENES FROM "STEAM-UP"

(below & right) Steven Alder brought his miniature steam train, "Tami" from Victoria and gave rides to everyone.



Photos:
D. Hooper



Conductors Pat & Barry Miller abandoned "No. 7" to take a ride behind 'Tami'.



(above right) R. Blayborn and his 1912 "Mann" steam wagon.

REGISTRATION

Jean West and Randy Catto manning the Registration table.

(r.)

Steam drag saw

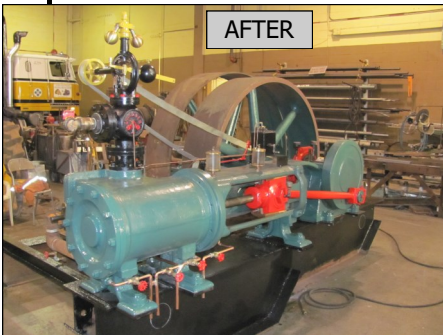
Ross Murdoch brought his drag saw, hooking it up to the 'Farquhar' for the steam.



RESTORING A STEAM ENGINE

Someone in Surrey offered Les Stevens an old steam engine once used to power a sawmill in New Westminster. It was acquired for parts, or maybe as a spare for the steam engine driving the McLean Sawmill. On arrival in pieces, it looked like an unlikely pile of scrap. Les assembled the pieces on the IHC floor and found almost everything there. [See left] Only the governor had parts missing.

So Les and other volunteers set to work. A young welder from NIC, Nathan Hesse, needed hours so he was put to work fabricating the frame to support the engine, under Les' supervision. The cylinder and valve were cleaned up; shafts cleaned off; bearings were poured. Richard Roberts of Courtenay offered to look after the governor, including pouring and machining new brass balls. Many steam friends have helped out.



RESTORATION OF THE "TWO-SPOT"

Rod Gledhill and his buddies, Casey and Nathan, completed the cosmetic restoration of the Alberni Valley's oldest steam locomotive, the 1912 "Shay" - "Two Spot" in early September. Rod started the project in January this year, when he power-washed 20 years of grime off the engine, which had remained stored in the Roundhouse since the 1990s.

The locomotive would need a new boiler to be operational so, Rod offered to at least clean up and paint the local icon, to make it presentable so that it could be displayed from time to time, with pride. A surprising number of locals came to visit the loci at the Station, recounting how it had been a part of their childhood.



(right)
Rod primes the
steam dome.

(below)
Preparing the
smokestack and
smokebox exteri-
or for painting.

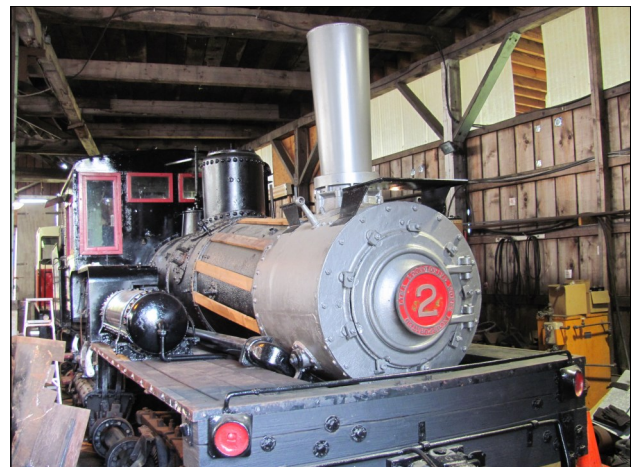


(bottom right) Painting progresses; cab is painted.
Wood slats in place to support the shroud.

(below) Nearing completion
Rod, (foreground), Nathan (l.), Casey (back) apply
the last coat of paint.

Photos: D. Hooper

(above) JOB COMPLETE!
Restoration crew 'on the job'.



Finishing the job and putting “Two Spot” on display at Port Alberni Train Station



“No. 11” pulls “Two Spot” out of Roundhouse so that Sand dome and Bell can be lifted into place by K.G. Campbell’s crane. R. Hurst drives the “No. 11”. R. Gledhill (on foot-board) signals him into position for the lift.



K.G. Campbell readies sand-dome for lift.
(Below)
FINISHING TOUCH—Tracy Golden applies number and lettering.



(above) Rod & Nathan guide the sand dome into place.

(Below) **Lowering the bell** into place.

(below right) The **‘THREE AMIGOS’**
The three young men who completed the restoration project on the 1912 ‘Shay’ locomotive: Rod Gledhill, Casey and Nathan.

Photos: D. Hooper



1926 'FEDERAL' truck project complete

The 1926 'Federal', which began life as a 'BC Electric' trolley wires service truck ('scissor-lift'), came to Port Alberni from Ucluelet in sad shape, some ten years ago or more. The pieces sat in a heap in the back of the Train Station Truck bays for several years, until a 'clean-out' took place there, in order to make way for a display. The pieces were moved into the IHC, where they sat another five years, before several members took on the project.

The offer of a 1920-era "Reliable" tow-truck winch and boom from Dave Walmsley determined the direction of the restoration. The main participants were Russ McCoy, Vic Laughlin, Les Stevens, Mike H. and Ken Macdonald. Tracy Golden put the finishing touches on the vehicle. (*below*)

The 'new' auto wrecker made its debut in the Fall Fair Parade, then spent the rest of the weekend as part of the I.H.S. display on the Fairgrounds, getting lots of admiring looks and attention.

Photos: D. Hooper

EDITOR'S NOTES:

We acknowledge the support of the Government of British Columbia for our ongoing restoration projects and the mainte-



Tracy Golden & the finished work.



At the Fall Fair



First Parade, leading 1963 Mercury

nance of vintage equipment. This is accomplished through a 'Community Gaming Grant' from the BC Lottery Corporation.

We are also grateful to Coastal Community Credit Union for their sponsorship of the "Steam-up" & Antique Machinery Show in July. We also appreciate the support of the Alberni District Co-operative Association for the transportation of some of the steam machines from different Island points. Thanks also go to the Alberni Vintage Tractor Club for supporting the event and a 'tip of the hat' to Dave Timmons of "Smitty's". BC Ferries also supported us by making it possible for the 1913 "Garr-Scott" monster from Surrey to attend.

We want to recognize the sponsors of this Newsletter. Please support them and let them know that their support is appreciated, too. Lastly, we wish health and recovery to members and spouses who have been 'under the weather' this year. Gary Murton, Pete Geddes, Judy Bakken.

OLD-TIME LOGGING CREW



Logging Crew September 19 (l. to r)
 "T. Maurice, T. Super, B. Dingsdale,
 B. Simpson, J. James, R. Clark



Ted Maurice, Loading Engineer



Steam Engineers
 V. Merryfield, K. Young



ADSS students saw with J. James



T. Super & B. Simpson
 riding the 'chunk'.



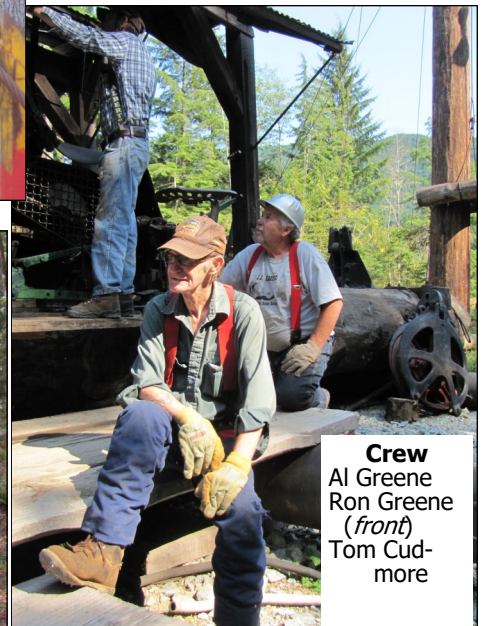
Head Loader Ron Dick



K. Fyfe
 brews
 'Donkey
 Coffee'



Driver **Bob Dingsdale** with 1958 'Hayes'



Crew
 Al Greene
 Ron Greene
 (front)
 Tom Cud-
 more

NEWS from the INDUSTRIAL HERITAGE CENTRE

It was a busy summer for the members who work out of the I.H.C. Not only were there on-going restoration projects and maintenance, volunteers took part in many different events—parades, Exhibitions, demonstrations and hosting visitors. The loggers did 30 old-time logging demos, including six for school groups. Jake Heid, with Jan J., Steve N. and Dan J. hosted more than 1000 visitors at the “Antique Trucks & Rail Display” at the Train Station. Two “Parks and Rec” children’s groups visited the displays at the IHC.

Russ McCoy, Vic Laughlin, Mike Hobson and Les Stevens took vintage equipment to the VIEX in Nanaimo and to the Comox Exhibition in August, as well as to the local Fall Fair. The 1917 “Farquhar” was an ‘anchor exhibit’ at both out-of-town exhibitions. We also took part in the ATHS Truck Show in Duncan in July and at a couple of ‘Show ‘n Shines’.

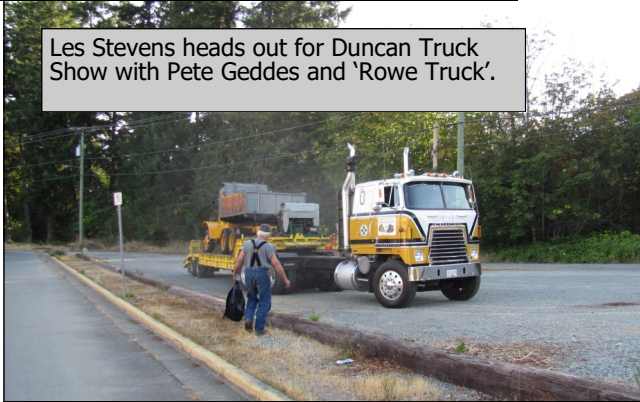
“Farquhar” at the Comox Exhibition



(right)
“Parks & Rec” kids
pose in front of
1967 “EXPO”
“Hayes” HDX.



Les Stevens heads out for Duncan Truck Show with Pete Geddes and ‘Rowe Truck’.



July 1st Parade



Jake Heid at the Station



Don Watt sorting parts

Tom Maher works on ‘Strathcona’ Parlour car.



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

\$15 / year Cash or cheque to:
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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
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