

STEAM RAIL NEWS

Rocky Mountain Rail Society

www.rmrs.ca

Mar/Apr 2008

We've Been Working with the Rail



The start of our rail sorting project

Bob Leinweber put an interest slant on things at the end of another day of sorting rail at the Ogden Shops. He asked a question. "How did they build the railway?" "Everything is so heavy."

I guess a little background is in order. Alberta Prairie Steam Tours have been storing RMRS railcars at Warden for many years but with the upturn in the economy this rail storage is becoming valuable. Alberta Prairie has seen a significant increase in their freight storage business. To help with the storage issue

Rocky Mountain Rail Society decided to look at the possibility of building a siding for its rail cars at Warden. Rail has been stockpiled at Warden over the last two years but this year an opportunity arose for the society to purchase about 2000 feet of 80 and 85 lb. rail from the Canadian Pacific Railway.

An offer was made by the society and it was accepted. The rail had been used for storage tracks at the former CPR Ogden Shops. Most of it was piled in a huge tangled stack of jumbled rail. Mem-

bers sorted the rail like it was pick up sticks and stacked it according to weight. What an effort. The first rails were moved to Warden by truck March 29th.

At this point due to road restrictions we cannot load transports to their maximum so we will have to do some extra truck transport trips to Warden and Stettler. It will be a few more weeks to complete this first stage of building our siding at Warden. We have made a good start though and I am confident we will accomplish our goal by the end of April.

Many thanks to all the volunteers and to our supporters Bates Transport who supplied the trailers, Midland Holdings and JTL tractor service, First Pick Crane Service Stettler and On*Site Equipment who supplied an excellent Telehandler for loading the rail. It never ceases to amaze me how the Rocky Mountain Rail Society is able to pull off difficult challenges like this one.

Have good one. **Don Totten**



Sorting of the Rail:



Sorting the rail by size and weight



Some of the crew from the first weekend



Bundling of the ties



Sorting of rail made easier with a telehandler



Unloading the first transport loads



Ten Years at Alberta Prairie

This year while working on 6060 I had a chance to reminisce a little with Larry Potter. Our short talk brought to mind the struggle we faced getting 6060 moved from the Alberta Railway Museum to Stettler. I thought this might be a good opportunity to share with our new members this important event in the society's history.

There had been a number of jobs that needed to be done including a test of 6060 on the Coronado Sub. There was a lot of paper work that needed to be taken care of with the Canadian National Railway and the Canadian Pacific Railway. Owe and the work to get 6060 just right.

The 6060 had been stored at the Alberta Railway Museum since its arrival from Calgary in 1993.

I remember all the paper work spearheaded by John Mitchell, it seemed endless. The work I was involved with required many trips to the museum where 6060 was housed. We had valves to lap in and repack. The boot needed to be cleaned out and someone had taken the throttle completely apart. With the help of Terry Wolf, Dennis Pringle, Larry Buchan, Jim Bogdan, Al Watch, Al's son-in-law John, Harry Home and the support of the Alberta Railway Museum we were able to perform a minor miracle. I will never forget working with Jim Bogdan and Harry Home as we put the throttle to-

gether. (It is the last time it was a part). We had beautiful fall weather and I remember we had her hot sitting by the station. Harry asked Wolfie if we could run her up and down on the short line at the museum to slosh the water around in the boiler then give her another good blow down. This would clear any scale that might be loose in the boiler.

It was the last time I saw the 6060 at the museum.

The weather turned cold. We got the word that we would be moving soon. Harry Home had to stay with the 6060 to keep her warm and he did this for a number of weeks. We had been staying at the Rossiland Hotel in Edmonton. It became our unofficial headquarters once again in 2001 when we went to Jasper but that's another story. The society flew Jim Bogdan to Edmonton to help with the move. On November 11th a CNR freight came to the museum. The siding into the museum is known on the railway as Duagh (it is pronounced daw). The 6060 was backed out on to the Coronado Sub tied on to the train then moved to the Edmonton yard at Calder. The guys were fortunate to have lots of water and fuel oil as they were forced to sit through the night in the yard with 6060 the B tender RMAX 6053 and our tool car RMAX 9039. Wolfie got the tool car oil heater going so that there was some heat in the car. Can you imagine what it must

have been like to try and get some rest in a rail yard with no place to lie down. Jim Bogdan arrived in the early morning of November 12th. A crew from a CN train that would be taking 6060 to North Junction Red Deer arrived. The crew the evening before hadn't been too happy about the switching job at Duagh. These fellows though knew Harry and the 6060. They were totally opposite bending over backwards to help the tired crew get ready for the trip south. It was a good sized train they were tied into and for a good period of time 6060 was wheeling the train along without assistance from the diesels.

In the meantime I was picking up papers from John Mitchell in Calgary to complete the move to Stettler. I also brought with me some reversing rod rings as there were some problems with the air compressor. I joined the crew at North Junction Red Deer on the CNR wye the following day. The crew included Harry Home, Ernie Ottevell, Dennis Pringle, Terry Wolfe, Jim Bogden and yours truly. It was COLD!!! We worked on the reversing rod rings and were able to once again get the air compressor working. The Canadian Pacific Railway area manager came to visit us and informed us we would be picked up as part of a way freight move to Stettler the following morning. Using my old pickup I brought everyone into Red Deer to a Hotel for a well deserved meal, hot showers and a good nights rest. Early the next morning we made our way to the

Ten Years at Alberta Prairie (cont.)



6060. In the night the water line between the 6060's tender and the B tender RMAX 6053 had become frozen solid. Wolfie, Dennis and I struggled with a tiger torch to thaw it and to protect the shut off valves so they didn't break. We had heated 6060's main tender water using the steam from the injector but it wasn't enough. Fortunately we were able to thaw things but it took some doing. The 6060's rods were given a burp of grease we checked our water lube oil and oil level in the fuel bunker. It was quite a sight to see 6060 steaming in the cold as the sun came up.

At 11:00 AM we were on the CPR having backed off the wye. Four 3000 class GP-38's (also called high speeds by the CPR crews) were there to meet us. They tied on put, "THE FRED" on (end of train unit) did a brake test then we

were off. With the whistle at full cry we were round a bend then dipped down into the Red Deer River valley emerging south of Blackfalds. It was quite a day. The CPR line is one I have always liked as it has great rail and a nice roadbed. We were skipping right along until we came into Lacombe. From here our progress was slowed considerably ten miles an hour for fifty miles. We worked the 6060 some and coasted with her as well. We had some firing problems along the way but Ernie was able to blowback into the oil tank to clear the problem. All in all things went well but the weather was getting worse cold and snowing. Unfortunately, I couldn't stay for the rest of the work that needed to be done as my wife had injured herself (a torn calf muscle) and was on crutches. With four children to

take care of it was time to get home. The CPR area manager gave me a ride to my truck and I made one of the slowest drives ever from Red Deer to Calgary. It was foggy and snowing the whole way.

As for the 6060 the members who remained at Stettler did an amazing job washing out the boiler at the Alberta Prairie station. Then the 6060 was moved to Warden where the tender was removed and the 6060 put away for the winter. It was a monumental display of grit under desperately cold conditions. When speaking with the fellows about this period, one of the things the crew remembers was the kindness shown by Don Gillespie when he brought pizza's to the crew in the afternoon when they were doing the washout of the boiler. They also still talk about the assistance they had from Alberta Prairie moving the 6060 that long cold four miles to Warden. What a relief it must have been to get the 6060 put away in the Warden shop. In May of 1999 6060 pulled a shakedown run to Coronation it was sold out. So began a new chapter in the history of Rocky Mountain Rail Society, Alberta Prairie Steam Tours and the 6060.

Don Totten

6060 Update

March has been a very busy month for the members of the RMRS. There are several big projects on the go.

Don Totten has had his hands full processing our recent acquisition of over 50 tons of rail at the Alstom shops in Calgary and arranging for its transport to Stettler. A siding will be constructed later this year in order to provide storage for all of our rolling stock. This endeavor has required the efforts of several members who have invested some very long hours to ensure that the rail, ties, and assorted parts have been properly sorted and loaded for shipment.

Meanwhile, there has also been a significant amount of activity surrounding locomotive 6060 at the West Stettler shops. I had the privilege to take some vacation time and spend nearly two full weeks in Stettler in March, assisting Boilermaker Pip Stairs, all-around steam expert Larry Potter, and several other RMRS volunteers with some scheduled boiler repair work in the engine. Pip had flown in from the Lower BC Mainland and is one of only a handful of people experienced in the field of locomotive boiler repair. One of the major structural components on any locomotive boiler are the stay bolts. They help to contain boiler pressure by tying the side and crown sheets that make up the inner walls of the firebox to the outer boiler shell. The 6060 contains thousands of these bolts. Unfortunately, the deterioration of several external cups and



cups have necessitated the replacement of several staybolts located below the turret valves. This work is scheduled to be performed over the course of several years, with a portion completed each season. This winter, we identified about thirty bolts that were candidates for replacement.

All of the boiler jacketing, insulation, piping, and appliances that surround the firebox were removed. The defective staybolts and cups were then identified and cut out with a torch. This is a precise job that, if performed incorrectly, could result in significant damage to the boiler. Fortunately, Pip is very familiar with this type of work (he has refurbished over a dozen locomotive boilers throughout his career) and we did not encounter any problems. New staybolts could then be inserted and new cups seal-welded on the exterior. Once this work was complete, the boiler was then filled with water and pressure tested so the repairs could be checked for leaks and reworked as required. After nearly three weeks of continual work, nearly all of the boiler repairs were completed. Pip is scheduled to return to Stettler later this spring wrap up the job. After that, we can prepare for our annual hydrostatic test (the infamous 1.5 squeeze) and begin to put the locomotive back together in time for our 2008 operating season.

Larry Potter's blower valve replacement project is also nearing completion. All of the old superheated steam piping has been removed from the cab and the blower control valve relocated to the front of the locomotive. Larry is now in the process of installing a long extension rod that will permit the valve to be operated in the cab by the Fireman. This is a much safer (and historically accurate) blower line configuration.

The boiler repair crew had to switch jobs part way through the project when our coaches and boxcar arrived in Stettler, after being stored for many years in the Alstom (former CPR Ogden) shops in Calgary. Unfortunately, the draft gear on one end of our wayfreight coach, the Eagle Spring, had been damaged en route and had to be completely replaced. Don Gillepsie was able to provide us with the required parts. It took nearly three days to complete the work and was certainly a leaning experience. In the end, we managed to get everything reassembled so coach could be moved to its new storage location at Warden.

There is still a lot of work planned in the Stettler area during this spring and there is always a need for volunteers who are willing to get their hands dirty. Please let us know if you are able to help out!

Kevin Quigley

Bill's Notes

Thanks to Glenn Astren and Tracy Skulmoski for their great work on the "new-revised" newsletter. It looks great.

Over the next few months our maintenance crew will be replacing some more cups and stays and some general maintenance on 6060. Pip Stairs has been brought in again to help train some of our own people so that we can do some of this work ourselves in the future.

It is our intention to review the opportunity to repaint 6060 as it has been about 25 years since the last paint job. We can get an Alberta Government grant for one half of the cost. We will just have to raise the balance somehow. Harry Home insists that the boiler covering was green and he says we are wrong to assume that it was always black as it is now.

If anyone has any proof of the green colour or black for that matter, please let me know what the proof might be.

We are looking forward to a successful running season with Alberta Prairie Steam Tours this year, we

have the best of 2 worlds, we get to run on someone else's line (they pay all rail upkeep) and then use our own people to work 6060.

We need someone to take on the project of contacting art galleries across Canada to offer them the opportunity of selling copies of the 6060 painting by Merv Brandel. If you have an interest, please give me a call.

All members are invited to attend our board of directors meetings held the 2nd Tuesday of every month. Call for meeting location.

As always you can contact me any time day or night at

Email: billwill@telusplanet.net or

Phone **403-803-6805** (Direct) or Fax **403-225-6669**

"Don't forget to purchase your raffle ticket on the 6060 Painting."

The painting is # 1 of 205 – size 36" x 24" - Value is about \$1,800.00 framed.

Supertrain 2008

ROCKY MOUNTAIN RAIL SOCIETY NEEDS VOLUNTEERS

This year the Rocky Mountain Rail Society will have the largest display it has ever had at this years Supertrain 2008 Show in Calgary. We need our members to volunteer to work our display for a few hours on April 19th or 20th. We also need your help with the set up or take down of the display. This is a great opportunity to for members to help the society connect with the community. The financial support we earn at Supertrain has helped the society maintain the operation of the 6060.

Thanks in advance for your support. **Don Totten**

For more info or to volunteer call:

John Pinter at 271-2169 or e-mail at 2pinter1@telus.net

Don Totten at 256-1986 or e-mail at dtotten@telusplanet.net

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Casino 2008

We have received our Casino dates for 2008. They are December 26 and 27, 2008 at the Elbow River Casino, our usual location.

These dates may conflict with holidays but unfortunately we have to take what we are given so I'll be calling around for volunteers again in the fall. We'll need 25 again so please mark those dates on your calendars. Casinos provide the major portion of our funding for the operation and maintenance of 6060.

Thank you.

John Pinter, RMRS Casino Chairman

Phone **403-271-2169**, email **2pinter1@telus.net**

Ride with the 6060

We have a tentative booking for a 55 seat charter bus (Cardinal Coach Lines) for Sunday July 13th 2008's **6060** run with APST .

Tentative pricing is: (GST included)

	<u>Total with bus</u>
Adults - \$88.20	\$112.20
Youth - \$68.25 (ages 11-17)	\$ 92.25
Child - \$35.75 (ages 1-10)	\$ 60.75

Meals & Entertainment provided

Sunday July 13th, 2008 does not conflict with any public holiday and is on the last day of the Calgary Stampede. The bus from Calgary at 8:30 am from the Deerfoot Mall and arrives in Stettler at 10:45 am. The train departs Stettler at 11:00 am. Arrival back to Calgary by bus is approximately 7:00 pm.

Tickets are available through **Alberta Prairie Steam Tours** in Stettler at **1-800-282-3994**

Info available @ **www.absteamtrain.com**

Make sure you mention the bus when booking tickets



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Harry Stuber 1933 - 2008

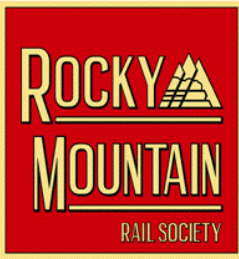
With great sadness, Harry Stuber aged 74 of Stettler, Ab passed away on Jan. 30, 2008. Harry was heavily involved in the Canadian Northern (along with S.I. Smith) and Big Valley Historical Societies. He was most often the person who manned the Big Valley grain elevator during train stopovers. Harry was a friend of the RMRS and offered a great deal of assistance during the Railfan Special. RMRS would like to extend our deepest sympathies to his family and friends.

Donations

RMRS would like to thank the following people for their gracious donations to our Society in recent weeks;

- **Lyll Walsh**
- **Dr. W Doe**
- **Keith Dowdell**
- **Andrew McNair**
- **Canadian Pacific Steam Locomotive Heritage Collection (Donation Fund)**
- **Lakeside Storage (Sylvan Lake)**
- **Jack McJannett**
- **Bernard Worsfold**
- **Douglas Hinchey**
- **Telus Cares Team**





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Website

Geoff Sowery has our new website, www.rmrs.ca up and running. Our old site, www.6060.org, will still be kept active for member support, but we have moved our operations to the new site to represent the society first. So, feel to check out the sight and please let us know what your thoughts are.

Monthly Meetings

All members are invited to Board of Directors meetings every 2nd Tuesday of each month. Contact **W.E. (Bill) Williams**, President for location @ **403-803-6805**



6060 Painting by Merv Brandel

6060 Painting Raffle

Rocky Mountain Rail Society's fund raising raffle of a 6060 painting by Merv Brandel is off to a good start. It's a framed 36 x 24 print, # 1 of 205, signed and numbered by the artist, valued at approximately \$1800.00. Draw date is June 30, 2008 or sooner if sold out before that date.

Tickets are 1 for \$10 or 3 for \$25

Call **Russ Grycan** at **403-366-7121** for info on getting tickets

