



STEAM RAIL NEWS

Rocky Mountain Rail Society www.6060.org

Jan./Feb. 2010

The 6060 Prepares to Run

Train trips when 6060 is running are demanding on volunteer time. Volunteers have spent an amazing number of hours in the spring of 2009 getting through many tests, repair and maintenance procedures to get 6060 ready to meet her scheduled trips. In this article you will see the process required to get the engine ready to make her scheduled runs.

In 2010, 6060 will make two scheduled four day runs. The first of the two scheduled trips starts Thursday July 15, 16, 17, ending Sunday July 18. With the first run day Thursday July 15, the volunteer light up crew consisting of Harry Home, Bob Leinweber and myself arrive in Stettler Monday July 12 evening and check into the "Bunk House" (Stettler Motel). We read the log to update ourselves on what has occurred with the engine since the last time we ran 6060 and plan our procedures for the following days. Alberta Prairie Steam Tours have strict operating and safety regulations.

Early Tuesday morning before 8 am, we are at the Stettler station, where 6060 is located on a siding. We are dressed in full safety gear, hard hat, safety vest, steel toed shoes. Fuel oil is delivered right at 8 am. We conduct an external in-

spection of the engine to ensure that everything is in order, that chains are on the rails by the drivers, to prevent any engine movement. The "Blue Flag" is raised behind the engine to protect us while we are working on the engine. Only the person who raised the blue flag can take it down. There can be other train movement at Stettler as cars in storage at Warden are being assembled and moved in preparation for a CP pick up etc. The blue flag behind the engine prohibits any movement on that track,

Over the next two days many chores are taken care off. We measure the level of water in the tender and fuel. 6060 uses, on average, 7000 gallons of water on the return trip (42 miles) from Big Valley. We will be adding water while we do the light up. This water will have to be chemically treated to preserve the boiler in good clean working order. The amount of chemicals added is calculated based on water that will be added. While the water to the tender is flowing, we add the required chemicals to the tender so that there is good mixing action with the water intake. A detailed locomotive light up check list is marked off as the work pro-

gresses. At the completion of the start up it is signed off by the crew.

As the engine is cold and has no steam pressure, we will have to use the air compressor to provide compressed air for the light up. Air hoses from the compressor are connected to fittings at the front of the engine which will provide air flow up the stack from the firebox, through the flues when we light up. The other air line is attached to the atomizer line in the cab. This pressured air will allow the fuel to be atomized for efficient combustion. The stack cover is removed and stored. A vital test is to check the water level in the boiler before light up. Water level in the water glass is checked and tri cocks on the water column are opened and closed sequentially to prove the water level. Emergency fuel shut off on the tender is opened. The fuel valves between the tender and engine are opened. Boot



6060 Prepares to Run (cont.)

damper in the fire box is opened, the compressor is started. A rag wet with kerosene is lit and dropped in the fire box in front of the burner, the atomizer air line is opened and the firing valve is then opened to start the fire.

Once we get a fire started and set for warm up, we continue to take care of the many chores on the engine. There are many heavy grease fittings and many soft grease fittings that need attention. Journal boxes on the engine and tender need inspection and oil reservoirs on mechanical lubricators need filling, the reversing rod on the air compressor needs servicing, dynamo oil cups need filling etc. A multitude of other areas/devices/valves etc. get serviced. Windows need cleaning; engine crew drinking water is taken on board. We fire up for several hours then shut down to

let the temperatures stabilize. After several hours of this warm up period, we will relight the fire and start bringing the steam pressure up.

To ensure that 6060 looks her best we use rags wet with diesel fuel and start wiping down all locomotive components and boiler jacket to get rid of dust and to leave a nice wax shine on the driver wheels, rods, boiler and all other surfaces. The tender gets the same treatment.

The start up crew must have the engine ready to hand over to the engine crew and conductor two hours in advance of the departure time. On a run day, with a 2.30 pm departure, the conductor and the engineer meet at the office at 12 noon and contact the dispatcher in North Bay, Ontario to get the clearance to run to Big Valley. A copy of the clearance is placed in

the locomotive cab and the conductor keeps his copy. They immediately start to assemble the coaches which are stored in the yard and then move the assembled train onto the main track and spot it in front of the station ready for boarding.

Prior to the train leaving for Big Valley, the track foreman will inspect the track to Big Valley. He will use a pick up truck that is equipped for high rail service. High rail service means the pick up truck has track (rail) wheels mounted on it that can be lowered onto the track and which will allow the truck to run on the track allowing inspection. The track foreman will also do a similar inspection run ahead of the train for the return trip.

Ten minutes before departure, the conductor will radio the engine to have the engineer blow the whistle, alerting passengers that they have ten minutes to get on board. At the scheduled departure time the conductor radios the engineer authorizing him to leave the station. The train moves slowly while in the Stettler yard limits then the conductor radio's the engineer stating "6060 Highball" and the train picks up speed to Big Valley and an exciting rail passenger experience for those on board.

The light up crew "Books rest".



By **AI Watch**

2010 Casino

As I have mentioned before, our dates are **Saturday and Sunday, April 3rd and 4th, 2010** at the Elbow River Casino. This is Easter weekend. The casino never closes!

We need volunteers.

We realize that these dates do not always fit in with our personal beliefs and our personal lives but because the income from the casino is so important to the Society's financial well-being we accept what we are given. In this case it is doubly important that we accept them because these dates are earlier than previously indicated and the funds will be very helpful in keeping up with our maintenance and operational schedule on 6060.

Please call me or any other member of the executive.

John Pinter

RMRS Casino Chairman

Home: **403-271-2169**

Cell: **403-540-2339**

Work cell: **403-998-4127**

Fax: **403-225-0617**

Email: 2pinter1@telus.net

2009 RMRS Christmas Social

Hello members. In mid December we had our annual Christmas get together at William Roper Hull School. About twenty-five members and some guests came to celebrate a great year and the Holiday Season. Former CPR Road Manager Rick Miskavich came with Rick Boiteaux to share some the information about the operation of today's railway. He showed computer printouts of the operation of CPR Road locomotives. It was very enlightening. Kevin Quigley and Russ Grycan put on a slideshow that told a great story of our work with 6060 and the events we participated in such as Supertrain and the Railfan Weekend. Ron Switzer arranged for the great food plus there was lots of extra for a wonderful Pot Luck

including Bill Williams wife's Rum flavoured Christmas cake. I am glad smoking is not the issue it once was or Lil's cake would have gone up in smoke. Many of us were glowing once we had a test taste. While at the event, we were able to discuss a few plans for the new year. Hopefully you out there will want to come out to help us at one of our events or to work on the 6060. Our first big event will be the

Casino, April 3 & 4, followed by Supertrain 2010 which will come about on April 17, 18 / 2010. There will also be a Work Party going to Warden to finish up the work that was begun in the fall. Take care for now. On behalf of the Board of Directors we hope your Christmas and Holiday Season was a great one.

Don Totten



Souvenir sales at the Christmas Social

Summer Volunteers Needed

Given the present bone chilling temperatures, snow, and limited daylight hours, it is challenging for some to think that Summer will ever make an appearance. However, now is the time to start planning for Locomotive 6060s' 2010 operating season. As in past years, the RMRS will have numerous volunteer opportunities available during 6060's run dates. We are actively seeking for members who are willing to help out.

On every 6060 run, an RMRS representative rides the train as a "Goodwill Ambassador". Their job is to interact with the passengers, hand out complimentary souvenir cards, and be available to answer any questions regarding the 6060 or the Rocky Mountain Rail Society. We need volunteers to fill this role for all twelve planned run dates. This is great opportunity to begin one's involvement with the 6060's operation.

The RMRS will also be participating in two special stopover events in Big Valley. The first will be during the Canada Day Run on July 1st. Then, the Railfan Special on August 2nd. We plan to have our display booth open on both days and will be in need of volunteers to help out with souvenir sales and general support activities during the stopover. In addition, we plan to have our speeder in operation, offering free rides to passengers during the stopovers on July 1st, 2nd, 3rd, as well as August 1st and 2nd. The speeder is manned by a two person crew. Again, volunteers are needed to fill this job (some training and pre-qualification will be required).

Other opportunities for qualified engine light-up and operating support personnel may also be available. Please contact **Don Totten (403-201-2917)** or email info@6060.org if your are interested in helping out this summer. Remember that accommodation, meals, and fuel is provided for all Stettler volunteers!

Christmas Social Photos



Photos by Russ Grycan



2010 Run Dates Announced

The **6060** has been scheduled for a total of twelve runs for the 2010 operating season. The dates are as follows:

Run #	Date
1	Thursday, July 1 st , 2010 (Canada Day Special)
2	Friday, July 2 nd , 2010
3	Saturday, July 3 rd , 2010
4	Thursday, July 15 th , 2010
5	Friday, July 16 th , 2010
6	Saturday, July 17 th , 2010
7	Sunday, July 18 th , 2010
8	Monday, August 2 nd , 2010 (Railfan special – Pull back from Big Valley)
9	Thursday, August 12 th , 2010
10	Friday, August 13 th , 2010
11	Saturday, August 14 th , 2010
12	Sunday, August 15 th , 2010

This schedule will be posted on www.6060.org shortly. Book you tickets now by contacting **Alberta Prairie Steam Tours** at **403-742-2811 (local)** or **1-800-282-3994 (toll free)**. More details can be found on Alberta Prairie's website, www.absteamtrain.com.

Supertrain 2010

Rocky Mountain Rail Society is once again participating in **Supertrain 2010**, April 17 & 18, at the Soccer Centre in Calgary. We plan to have the biggest display we have ever had at this year's event and we need your support. If you can volunteer some time for the set up or take down or working in the display during the event please contact me at **403-256-1986** or on my cell at **403-617-6360**.

This is a great way to meet one another and to support the 6060. All the best. **Don Totten**



Canada's largest model train show

SUPERTRAIN 2010

April 17 & 18, 2010

9am - 5pm
Subway Soccer Centre
7000 - 48 Street SE
Calgary, Alberta

FREE PARKING !

SUPERTRAIN





6060 spotted in front of the Jasper icehouse, readied for her trip to Edmonton, then further onto Montreal for restoration. Norm Corness photo taken July 29, 1972

Donations

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

- Stephen Bilik
- George Trojan
- Alberta Prairie Steam Tours
- Norm Walker
- James Berry
- Ron Barrie
- John McCuaig
- John Kampen
- Anne Resek
- Patrick Vokes
- Bob Leinweber
- David Duh

And Norm Corness for his donation of tools and photo slides.

Membership Renewal

For those who haven't done so yet - Please **renew your membership!**

We have had over 45% renewals over the last few weeks - thank you! We have also had new members join us - thank you to them and welcome to the RMRS. So if you haven't renewed yet, please do so as soon as you can **AND** bring a friend in as a new member.

Thanks, **RMRS**



6060 on a return trip to Stettler, AB





Bill's Notes

All members are invited to attend our board of directors meetings generally held the 2nd Tuesday of every month. Please call me for a meeting location.

Rocky Mountain Rail Society lost a special friend on Christmas Day 2009. Hugh Charles was 85 when he died. He lived next to the Warden station grounds where we used to store 6060 and many volunteers met him over the years as he served as unofficial guardian of the engine house and our engine. He is survived by his wife, children, grandchildren and great grandchildren. He was known as a kind, gentle man and will be sadly missed by all of his family and friends.

On another note, I would like to repeat my message from the Nov / Dec 2009 newsletter and also reuse my notes from April 2004 when I talked about revitalizing our membership and asked why RMRS needs members and why the membership needs RMRS.

Members are such an integral part of many groups that their role is rarely examined. How many times have we discussed why we have members? Not a lot, I suppose, but we need to spend more time building our membership and we need to identify why they join or don't join. By clarifying the role of members within our organization, along with our expectations of them and our promises to them, we can build their loyalty and involvement and expect greater financial support as a result of their support.

Please take a moment to reflect on why you joined Rocky Mountain Rail Society. If we are not meeting your needs please let me know by email or phone.

What can you do to help us find new members and hopefully members who can either provide help with our administrative duties or add to our work parties? As I mentioned in the last newsletter, we are looking for members to assist with special duties on the Board and members who have special skills that can be utilized in the maintenance and repair of our rolling stock.

As a "current member", is there a special role you would like to play in the ongoing projects with RMRS? What can we do to get you involved? If we have not called you to help, please call us. Sometimes we hear, "They never asked us to help". We are now asking! At this time of year, one can help by working a casino, promoting new members or going to Stettler and being a helper to the repair and maintenance crews. Don Totten is currently working on schedules for work on 6060 as well as preparing for Supertrains in April. John Pinter is looking for casino help.

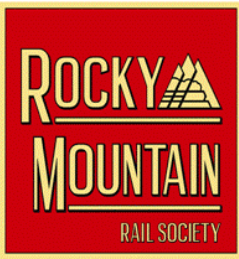
If you go to Stettler to help, we pay the hotel room, meal expenses and travel expenses. If you need a ride to Stettler, let us know and we can arrange for one.

And the best part is the fellowship you will have being away for the weekend (or even one day) with fellow railway enthusiasts!

Email: billwill@telusplanet.net or

Telephone 403-803-6805 (Direct) or Fax 403-225-6669





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www.6060.org

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RMRS Board of Directors:

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Casino Chairman,	John Pinter	403-271-2169	2pinter1@telus.net

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Monthly Meetings

All members are invited to Board of Directors meetings each month.

Contact **W.E. (Bill) Williams**, RMRS President, for time and location @ **403-803-6805**

Newsletter

Just a reminder that we can always use your articles and/or pictures for upcoming issues of Steam Rail News. Send them to us at:

Email: gdstren@hotmail.com

Mail: **PO Box 591 Redvers, SK S0C 2H0**

Thanks, Glenn & Tracy

*Volunteers are the life blood of
keeping the 6060 running.
Your help, be it big or small, is
always appreciated. Contact
one of us today.*



Switching the 6060 at Big Valley, AB for the return trip to Stettler, AB

