

Project 1003 – Cook Car #053 Restoration

Objective: Continue the restoration of Cook Car #053

Team Leader, Session A & B: Craig McMullen

Team Members, Session A: Paul Twomey & Ruth Twomey

Team Members, Session B: Tim Bristow, Tom Hiscox, Paul Twomey & Ruth Twomey

Work Accomplished: Installed 6"x1/2"x 11' steel plate along inner side of spliced outside sill on side of car without RPO door. Attached with 11 1/2x6" carriage bolts. Painted all siding boards and roof boards with diluted oil based primer. Installed all siding boards (1"x2" T&G clear fir). Air nailed through tongue with 2 3/8" ring shank nails.



TL Craig McMullen and Paul Twomey take measurement to cut new siding while Ruth Twomey has siding piece to be cut.



TL Craig McMullen air nailing new white painted siding.



TL Craig McMullen working fresh caulking



Ruth Twomey paints the upper fascia board.

Completed trim work on all windows and corner posts.

Installed letter boards (1 ¼"x 6 ½" clear fir) with 3 ½" screws and hole plugs. Glued up end fascia boards with splines (1 ¼"x14"x8' on A end and 1¼"x 12"x8' on B end) and installed as with letter boards.

Glued curved quarter round trim for end fascia and installed with 2 ½" finish nails.



Car at the end of Session B. Both sides and both ends were completely sided during Sessions A & B.

Project Status-----work to be done.

Install roof boards.

Make and install metal roof.

Install grab irons and other appliances.

Clean and organize interior.

? repair/replace steps.

Paint and letter.

Probably need 4-5 sessions depending on complexity of the metal roof.

Project 1004 – Restore RPO X54 as RPO 54

Objective: Continue the restoration of RPO 54

Team Leader, Sessions B, C, D, E & F: Don Bayer

Team Member, Session B: John Altshool

Team Members, Session C: Todd Frazier & Phil Kuhl

Team Members, Session D: Todd Frazier, Christopher James, Bob Keene & Phil Kuhl

Team Members, Session E: Vance Behr, Geof Gordon, Barry Morris, John Pierce, Kevin Sherrow, Wayne Shirley & Evan Martinez

Team Members, Session F: Norval Alliston, Geof Gordon and Barry Morris

Work Accomplished, Session B: Installed underbody sheathing on A end of car.
Removed 38 clerestory windows to determine which ones need to be replaced.
Removed all hardware from clerestory windows and scrape old paint from them.
Determined that 10 new clerestory windows will need to be made.

Session C: Tightened bolts on A end "end sill".
Cut and shape 2 B end corner Posts.
Drilled bolt holes and install 2 B end corner posts.
Install grab irons on Postal and Baggage doors to enable a safer entrance and exit.
Drilled A & B end grab iron bolt holes and installed bridge washers.
Cut 10 clerestory window pieces.
Assemble 10 clerestory windows.
Installed interior side window frames and sashes.
Fill bolt holes with epoxy.
Sanded B end Corner Posts.
Cut and bend 38 Clerestory window flashing.
Repair A & B end rounded roof portion with epoxy.
Fill bolt holes on inside of clerestory with epoxy.
Sanded and straighten Postal and Baggage door tracks.
Installed door hangers on Postal doors.
Due to the lack of material we were unable to start on roof or hang the side doors.



John Altshool and TL Don Bayer inside of the car during Session B.



Window frames made by TL Don Bayer over the winder in place but will be removed later for painting.

Session D: Leveled and aligned car.

Installed door rollers on 4 Side doors.

Installed 4 door headers for side doors (Oak).

Installed right and left side door trim for 4 side doors (cedar).

Cut and installed 4 side door track spacers. 1 ¼ in x 1 ¾ in (fir).

Cut and welded bottom side door track. ¾ in round steel rod welded to ½ in x 2 in steel bar.

Installed steel door track for 4 side doors. Hung 4 side doors on track and adjusted for proper slide. Installed locking hasp on 2 Postal side doors.

Due to the lack of material, it was decided to suspend installing underbody sheathing and use that material to begin work on right side roof.

Repair A end trim by cutting out rotted portion and installed fir patch.

Cut and installed right side fascia. ¾ in x 7 ½ in cedar with 10 degree slope on bottom and 35 degree slope on top to match roof slope.

Cut and installed nailer over fascia. ¾ in x 1 ½ in cedar with 35 degree slope on top to match roof slope. Cut and installed Grace Ice and Water shield on right side roof.

Installed canvas roof over Ice and Water shield on right side. Used ½ in staples to attach.

Was unable to stretch the canvas due to the seam in canvas.

Cut some of the clerestory siding spacers for installation later. 2 ½ in x 5 ½ in Pine.



TL Don Bayer checking the fit of a corner post.



A new entry door temporarily hung to be removed at a later date for painting.



TL Don Bayer putting down Ice and Water shield – a rubberized fiberglass material.



TL Don Bayer cutting roof canvas to fit.



TL Don Bayer stops to re-load his stapler. Picture also shows window frames Don made last winter. They will be removed when its time to paint them.



Drilling holes in new door track.

Session E: Cut and installed Fascia and nailer left side.
 Cut and installed Grace Ice & Water shield left side roof.
 Cut and installed canvas on left side roof.
 Cut and installed clerestory framing and siding left and right side.
 Cut and installed clerestory nailer left and right side.
 Cut and installed End fascia on both A&B ends.
 Repaired rotted portion of roof end on both A&B ends.
 Cut and installed Grace Ice & Water shield on center roof portion.
 Cut and began installing Canvas on roof center portion.
 Drilled and countersunk screw holes in bottom door tracks all 4 doors.
 Repaired wood warpage of corner post RH postal door by planing and sanding to proper shape.
 Installed bottom door tracks for all 4 doors and adjust for proper movement.



Geof Gordon, TL Don Bayer & Vance Behr installing end fascia.



New door track installed with countersunk screws so door can travel freely back and forth.

Session F: Finished installing canvas roofing on center portion of clerestory roof.
 Sprayed sealer on installed canvas roof with ACE canvas sealer.
 Sand, Glaze, mask glazing and prepare for painting.
 Sand and prepare doors and side windows for painting.
 Sand and clean exterior ends A&B for painting.
 Filled and waterproofed gap between side doors and door sills.
 Painted with lacquer primer clerestory siding, exterior of side doors and side windows, and exterior of clerestory windows.
 Painted finish coat of DuPont Imron Pullman Green Color Number 4558 Semi-Gloss clerestory siding, exterior of side doors and side windows, and exterior of clerestory windows.
 Hung all 4 doors and adjusted for proper movement and installed temporary blocks on doors to secure car.
 Installed hasp on left Postal door to secure car.



TL Don Bayer sprays ACE sealer on canvas.



Clerestory windows have been primed.



TL Don Bayer and Barry Morris mix the DuPont Imron Pullman Green.



TL Don Bayer spraying on the DuPont Imron Pullman Green.

Status of Project: Estimated completion 2014.

Project 1005 – Plan Car Inspector’s House Repairs – Cumbres – 330.640

Objective:

Team Leader:

Team Member(s):

Work Accomplished: (please include material and any special tools used.)

PRESENTLY ON HOLD

Comments and/or Complaints, if any:

Status of Project: If not completed – your best estimate of the number of work sessions remaining to complete the project.

Project 1006 – Car Inspector’s House Outbuilding Reconstruction – Cumbres – 330.640

Objective:

Team Leader:

Team Member(s):

Work Accomplished: (please include material and any special tools used.)

PRESENTLY ON HOLD

Comments and/or Complaints, if any:

Status of Project: If not completed – your best estimate of the number of work sessions remaining to complete the project.

Project 1007 – Pump House Restoration – Cumbres – 330.602

Objective:

Team Leader:

Team Member(s):

Work Accomplished: (please include material and any special tools used.)

PRESENTLY ON HOLD

Comments and/or Complaints, if any:

Status of Project: If not completed – your best estimate of the number of work sessions remaining to complete the project.

Project 1017 – Coal Tipple Restoration

Objective: Restore the Chama Coal Tipple using the winter, 2002, Structure Report/Maintenance Plan by Kells/Kreis as a guide.

Team Leader, Sessions E & F: John Sutkus

Team Members, Session E: Rob Reib, Samuel Schechter & Ron Schmitt

Team Members, Session F: Bill B. Bailey, Gene E. Bailey & Samuel Schechter

Work Accomplished, Session E: Monday, August 6, 2012 - Conducted safety meeting with the team emphasizing rule #10 under operating rules, making sure each team member has a pocket sized edition of “Work & Safety Rules for Volunteers in their possession. Outlined objectives for completed work in Session E. Started pumping out the pits while I sought out Ed Beaudette for clearance to work under Rule #10. Met with Ed at tipple site and received clearance to begin work from 10:30 a.m. until 3 p.m. Monday; 10 a.m. to 3 p.m. Tuesday and Wednesday, 11 a.m. to 2 p.m. Thursday. Began work at 10:30 a.m. after making and a painting 2 red signal plates for indicating track closure. Stripped off plates and all siding on the west side of the hoist house.



Sam Schechter, Rob Reib and
Ron Schmitt removing west siding.



West siding has all been removed.

Tuesday, August 7, 2012 – Obtained track clearance at 10 a.m. Began installing new siding boards on west side of hoist house. Unforeseen movement at 2 p.m. when 489 showed up at 2 p.m. from Antonito for repairs in Chama shop. The crew cleared up material, equipment and personnel, took down red boards, and let 489 pass. Five minutes later the crew was back to work and completed the 18th course of lap siding. Gave up track clearance at 3 p.m.

Wednesday, August 8, 2012 – Began installing the 19th course of lap siding on the west side of the hoist house after obtaining track clearance at 10 a.m. At 10:30 a.m. the crew cleared up briefly for 484 to pass with Thomas the Tank Engine for its loading move. Left track clear at lunch for 484 to return to the engine house. Resumed work after lunch. Finished last course of siding. Installed bottom steel protection plate. Gave up track clearance at 3 p.m.

Thursday, August 9, 2012 – Obtained track clearance at 11 a.m. Installed catwalk planks. Prime painted catwalk planks. Caulked siding penetrations. Gave up track clearance at 2:15 p.m. for returning Cinder Bear train.

Friday, August 10, 2012 - Completed installing plates on west side of hoist house. Began installing corner trim. Prime painted corner trim. Completed siding trim at catwalk outriggers. Caulked siding penetrations at catwalk outriggers. Installed vertical catwalk protection board



TL John Sutkus, Sam Schechter, Rob Reib and Ron Schmitt. West siding is almost completed.



West side residing completed except for except for painting.

Session F: Monday, August 13, 2012 - Completed installing corner trim. Reinstalled air piping at south exterior of hoist house. Paint crew came over and prime painted all bare wood with spray painting equipment. Met with electrical contractor to discuss electrical disconnect and lighting protection work at coal tippie.

Wednesday, August 15, 2012 - Lowered tippie chute and opened bunker gate to clear debris out of bunker. Emptied bunker debris into front end loader bucket of the Friends John Deere tractor for disposal. Closed bunker gate and raised tippie chute without incident. This was the first time the chute and gate mechanisms had been operated since 2006. Measured for replacement bunker access ladder. The team built new ladder and hoisted it into the bunker. We secured the ladder in place for overnight.



TL John Sutkus directs tractor into place.



When TL John Sutkus raised the bunker gate a Raven's nest was exposed. It was interesting that the first thing that fell out of the bunker was a golf ball.



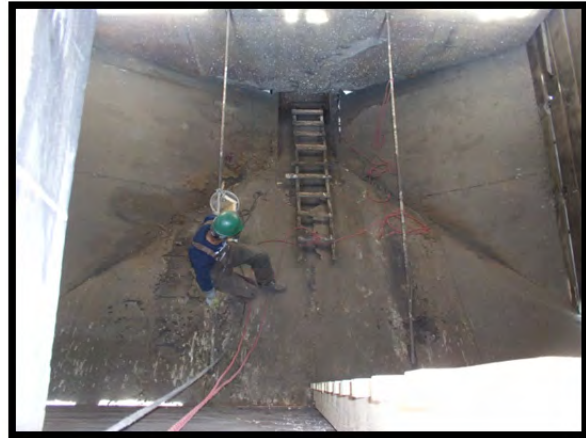
Len Jones clears the chute with a rake.



Len Jones headed to the dumpster with the debris.



Old ladder being removed.
(Photo by Gabrielle LaFargue)



TL John Sutkus lowering old ladder so it can
be removed out the bottom of the coal chute.
(Photo by Gabrielle LaFargue)



New ladder lowered into place.
(Photo by Gabrielle LaFargue)



TL John Sutkus in the process of securing the
To a side of the coal bunker. (Photo by G. LaFargue)

Thursday, August 16, 2012 - Removed old bunker access ladder. Put new bunker access ladder in its place. Brought all tools down to ground level. Received permission from the railroad operator to lower the tipple chute and open the gate in order to remove the old bunker access ladder from the bunker. Lowered the old ladder out the gate and down the chute using a rope for controlled lowering. Closed the bunker gate and raised the tipple chute without incident.

Friday, August 17, 2012 - Measured bunker liner plates and bucket angle guides for ordering material for 2013 work in Session E and F. Also measured wood for replacement of guillotine gates. Discovered that a section of wood column, north side north pit must be replaced due to rotting out. Conducted general clean up. Returned all tools and secured tipple until next year.



West side was primed and given a finish coat of paint by Don Stewart's paint crew.

Comments: Measured bunker liner plates and bucket angle guides for ordering material for 2013 work in Session E and F. Also measured wood for replacement of guillotine gates. Discovered that a section of wood column, north side north pit must be replaced due to rotting out.

Status of Project: Project to continue in 2013.

Project 1026 – Derrick OP Restoration

Objective: Continue the reassembly of Derrick OP with the intent of completing the project in 2013. Major efforts for this year is to complete the A frame, repair the engine, and start cabin repairs.

Team Leader, Sessions C, D, E & F: Russ Hanscom

Team Members, Session C: Chuck Dueker, Walt Duncan, Adolph Weigant & Mike Wissler

Team Members, Session D: Chuck Dueker, Sam Hauck, John Weiss & Mike Wissler

Team Members, Session E: Leon Beier & Chuck Cover

Team Members, Session F: Leon Beier, Don Deuell, Chuck Dueker and Jim Millhouse, Jr.

Work Accomplished, Session C: The first order of business was to remove the protective wrap from the car and unbox the winch assembly. Scaffolding was then set up for access to the top of the A frame.

The valve covers and cylinder heads were removed from the two cylinder steam engine. The internals were found to be in excellent condition with no internal work needed except for one brass fitting that controls valve travel which was found cracked; it was repaired with silver solder. The lubrication and drain systems were cleaned and new piping and gaskets were installed. Replacement of the existing schedule 40 steam piping with schedule 80 piping was started.



Mike Wissler cleaning parts on the engine.



Side view of the two cylinder steam engine.

The remaining 3/4" bolts at the top of the A frame were installed and large holes, two 1 5/8", two 1 3/4", and two 2 9/16" holes were drilled for truss rods and the main block U bolt. The 2 1/2" diameter U bolt required a bit of heating and straightening before it would go through the holes. The main shackle was then installed and the main block was then assembled in position hanging from the A frame. The two shorter tie rods that go near the center of the deck have several offsets and angles to align with the holes in the deck and the A frame. It required considerable effort and the creative use of two come alongs to get the rod ends through two offset holes simultaneously. The longer tie rods that extend through the cabin to the rear sill have several sections and are straighter so installation is slightly less complex; only the A frame ends were installed at this time; the remainder must be done after the cabin is fully set.

The final two pieces of the A frame, two "over the top" heavy straps were placed and bolted down.

Session D: Work continued on the A frame with a new end welded on one cabin truss rod to replace damaged threads. The fairlead pulleys were installed. The mid deck rail clamp assembly was installed. With the exception of adding several lock nuts and cutting off some excessive bolt threads, the A frame is completed. The scaffolding was taken down.

The winch was lowered the last 2" to the deck while work continued on steam piping. Cast iron flanges in the steam line were replaced with steel ones.



Replacement steel flanges before installation.



TL Russ Hanscom and Mike Wissler working with a stubborn pipe nipple.

Preparation for moving the cabin was started; the mortises for tenons in the cabin frame were cut into the deck and tie bolts holes were drilled. The OP car and flat with the cabin were moved in preparation for jacking up the cabin. Due to limited track space - dead cars on either end, it would be necessary to crib and jack up the cabin twice - relocating the flat underneath - to accomplish the full distance move required; this required the better part of one day. The cabin was set down on blocks on the OP deck. Some repairs to the cabin frame are needed and they will be done in 2013 at the same time the cabin siding is replaced.



OP's cabin has been raised by cribbing to clear the flat car so it can be moved out.



Flat car has been pushed back so OP's car can be moved under the cabin.

The oak blocks that terminate the A frame through cabin truss rods were cut, fit, and drilled. The cabin doors were repaired and installed. The blocks that swing the boom were partially reassembled, as well as several other small projects

An effort was made to tighten the truss rods on the idler flat but it was determined that several of the threads were stripped; plans are being made to replace all eight truss rod ends during Session E.

Major cleanup was accomplished since the further use of most of the blocks and cribbing is not anticipated. The project exported two pallets of tie cutoffs, two pallets of scrap timbers, one pallet of blocking and one bin of fire wood, thanks to the Kubota.



OP's car being moved back under the cabin.



As OP looked at the end of Session D. The cleaned up area will make it easier to walk around and work during Session E.

Session E: Lots accomplished for a small crew, I spent most of my time getting materials for them. There were many small projects remaining on OP and a small crew was very effective in knocking them out. What they accomplished;

- Replace all eight truss rod ends on the OP Idler 06063.

- Cut, drill, prime, and assemble the two main outriggers for OP.

- Cut the timber for one replacement upper outrigger.

- Assembled two swing blocks for the boom.

- Installed the angle cocks on OP.

- Removed the roof walk from the OP cabin in preparation for replacement.

- Stripped all the grab irons and other hardware off of the OP cabin in preparation for replacing the siding.

- Boxed in under the deck holes in OP, to allow machinery room but keep critters out.

- Repaired the queen posts at the bolsters on 06063.

- Repaired holes in the deck of 06063.

- Tested the brakes on OP and 06063 and made a repair list.

- Filled cracks in the end sills with epoxy to slow weather entry.

Session F: Another productive week; part of the crew was diverted to the Cumbers Pavilion and other projects mid-week. This is what they accomplished;

Service the angle cocks on idler 06063 and adjust the brake linkage for proper travel.

Assembled the boom block on the idler end, now waiting for machining of two sheaves.

Fixed a leaking brake union and replaced a leaking nipple, had to cut out three to get to the one.

Made new cabin shutters and a new B end door.

Relocated a queen post so the truss rod would not push on the triple valve, causing it to leak.

Sorted hardware and returned the excess to the nut and bolt car.

Cut off long bolts and installed lock nuts, need 60+ 3/4" more lock nuts to complete.

Laid out the original electrical conduit to plan repairs and upgrades.

Cleaned up and put things away in preparation for winter.

Status of Project: We have high hopes of getting OP ready for paint in Session D of 2013. The plan for Session C and early D is to strip the siding off of the cabin, replace a few cabin structural members, and replace the siding. The canvas roof will then be installed. Next to go on is all of the grab irons, roof walk, and electrical conduit. Depending on the painting schedule and progress, painting could take place the end of session D or the first of Session E. The idler 06063 has about one day of preparation work then it will be ready for paint. Steam up and testing could happen in Session F.

Project 1033 – Section House Repairs – Osier – 318.360

Objective:

Team Leader, Session F: Don Stewart

Team Member(s):

Work Accomplished: (please include material and any special tools used.)

NOTE: Because of rain nothing was done on this project during 2012.

Comments and/or Complaints, if any:

Status of Project: If not completed – your best estimate of the number of work sessions remaining to complete the project.

Project 1061 – Yard Floodlights – Antonito

Objective:

Team Leader, Sessions A & B: John Engs

Team Member, Session A & B: Marshall Smith

Work Accomplished: (please include material and any special tools used.)

NOTE: No report was turned in on this project.

Comments and/or Complaints, if any:

Status of Project: If not completed – your best estimate of the number of work sessions remaining to complete the project.

Project 1080 – Restoration of Stock Car 5995 - Antonito

Objective: Continue the restoration of stock car 5995.

Team Leader, Sessions B & E: Dan Pyzel

Team Members: Kevin Corwin and Mike Horner

Work Accomplished: *NOTE:* Dan Pyzel said minimal work was done because parts were evidently moved and Dan Pyzel was not informed where they were moved to.

Comments and/or Complaints, if any:

Status of Project: If not completed – your best estimate of the number of work sessions remaining to complete the project.

Project 1089 – Repairs to Sheep Car 5633 - Chama

Objective: Complete repairs to sheep car 5633

Team Leader, Sessions C & D: Scott Hardy

Team Members, Session C: George Detwiler & Cletus Wander

Team Members, Session D: George Detwiler, Matt Schaffer, Scott Stover, & Bill Lock

Work Accomplished: Installed wood roof.



George Detwiler watches as Cletus Wander measures the overhang to insure it is correct.



Finished wood roof.

Attached metal roof on top of wood roof.
Installed roof walk (except for end braces).
Installed new upper letter boards.



Felt paper was put on top of the new wood roof before the metal roof was put on. This should make the roofs of stock cars last a whole lot longer.



Finished metal roof – the roof walk was also added.

Built and installed new side doors, replaced door tracks, and door stops.
 Spliced portion of vertical support on right side of car and reinstalled related hardware.
 Removed rotten floor boards in center of car.
 Cut new floor boards but did not install them.
 Used epoxy to repair rotten portions of side and end sills; B end sill where it meets the side sills, and right side sill near center of car.
 Checked and tightened all tension rods.
 Applied primer to doors and roof walk prior to installation.
 Used gooey tar stuff on purlins, sills, and roof walk supports to help keep water out of structural wood supports.



Built new doors for both sides of the car and replaced door tracks and door stops.



Bill Lock and Jim Hickman mark a piece of wood that they cut new roof walk supports.



View under the new wood roof.



New roof walk supports cut out of one piece of lumber.

Status of Project: Floor boards need to be notched and installed.
 Roof walk end supports need to be installed.
 Car needs to be taken off blocks (it has been on blocking during repairs).
 Car needs to be painted and lettered.

The remaining work should require 1 day, except for painting and lettering

Project 1099 – Pole Barn Truss Fabrication - Antonito

Objective: Fabrication of the trusses was started during Session A & B of 2011, with most of the steel being cut, the upper and lower members prefabricated, and four trusses largely assembled. The goal for Sessions A & B of 2012 was to complete the fabrication of the 16 trusses and assemble them into pairs so they would be stable and ready for erection during later sessions. It was also desired to paint them with red primer.

Team Leader, Sessions A & B: Russ Hanscom

Team Leader, Sessions C: Ted Norcross

Team Leader, Session D: Kyle Norcross

Team Members, Session A: Fuzzy Anstine, Jim Kyser, Bob Reib, Rod Whelan & Marshall Smith.

Team Members, Session B: George Davies, Jim Kyser, Bob Reib, Rod Whelan, Tim Bristow & Marshall Smith.

Team Members, Session C: Fuzzy Anstine, Gene Balderston, Ron Carder, Bill Kepner, Chase Kepner, Mike McGinley, Chris Norcross & David Randolph

Team Members, Session D: Jim Flores, Fred Kuhns, Mike O'Nele, Chris Trunk & Cletus Wander

Work Accomplished: During Session A work was concentrated on welding trusses together. A considerable amount of measuring and fitting was required to get each basic truss true before the smaller parts could be added. Early on it was determined that not enough 2" angle iron had been ordered for some of the internal truss braces, so trusses were completed to this point then moved outside until materials were available. The remaining steel arrived mid week of B and it was then cut up and the trusses were cycled back through the welding area and the remaining members were installed. Frequently two welders were operating simultaneously.



Team laying out angle iron cross bracing to be welded.



Marshall Smith and TL Russ Hanscom welding angle iron cross bracing while Rod Whelan hold a piece in place.

The pairing of the trusses was a heavy and complex process. First one truss was supported in a vertical position with a tractor (Kubota) or up against one of the pole barn poles. 12' spacers, two temporary and one permanent, were installed at the ends and middle and the second truss

was moved into position with the tractor (Deere) so the two trusses could be connected at the bottom with the 12' spacers. The center vertical X bracing was next installed once the trusses were vertically aligned, usually with a come-along. The tractor supports could now be disconnected. The diagonal measurements were next made between truss ends and one truss was slid laterally with a come-along and a tractor as an anchor, until the truss pair was square. A second setup of tractor and come-along was used to get the bottom members straight. Finally, the two sets of horizontal X braces were installed and the two temporary spacers were removed. The lengths for the vertical X bracing were consistent enough that all of the members could be drilled ahead of time; that was not the case for the horizontal X bracing. Due to an accumulation of differences throughout fabrication, the hole pattern for the horizontal X bracing tended to vary by an inch or so, so only one end was drilled initially, then the brace was clamped in place and the second hole was drilled.



Marshall Smith putting threads on a rod that will be used as cross bracing.



Chase Kepner spray paints an assembled pair of trusses.

The largest problem was with material handling; a single truss was 40 ft long and nine ft high, weighing 850#+. One could be moved with the Deere, but an assembled pair could not be moved by any of the equipment available. Even stacking the unassembled trusses took up much of the available space and with six pairs assembled, we were out of room. The original plan called for assembling the truss pairs inside the car shed, along the walls, so they would be readily accessible to the erecting equipment; but with the tracks in the shed under construction, this option was out and assembly took place on any available space nearby. A smaller problem was with several miscues on the steel order; several items of steel arrived in different sizes than specified, so several tension members were doubled to achieve the desired cross sectional area. The last steel order came in a 2000# bundle, bringing the total to about 15,000+# for the trusses and bracing.

Consumables; The major consumables included 70# of .035 MIG wire, three medium tanks of shielding gas, 70# of 1/8" 6013 welding electrode, 50# of 1/8" 7018 welding electrode, three metal cutting bandsaw blades, two 14" abrasive chop saw wheels, and 24 4 1/2" abrasive cutoff wheels; plus many kw of electricity.

By the end of B, six truss pairs had been completed and were ready for erection. One truss was completed and ready for pairing, and three trusses needed the knee brace areas installed. No painting had been done. We were out of time and space.

We are expecting that the steel will be pretty much erected during Session C. Installing the roof sheeting will probably take place during C and D of 2013 as May is too windy.



The railroad has just finished dumping ballast on the center track.



Without the ballast the fork lift would not have been able to straddle the track & ties.

Work Accomplished, Session C:

Monday June 18 – Carder and Balderston - 8 hours Osier Station Plexiglas Divider installation. 9 members CRF Pole Barn- unload equipment, prep steel, prime frames, set first set of trusses.



First pair of trusses being moved into place.



First pair of trusses bolted into place as the afternoon train arrives from Chama.

Tuesday, June 19 – Carder, Balderston same as Monday. Pole Barn – 9 members set truss pairs #2, 3, and 4. Started bracing.

Wednesday, June 20 – Carder and Balderston 8 hours – finished Osier divider. 8 members set truss pairs #5 and #6. Broke support pole off at welded base. Re-welded base and reset pole. All poles to have gussets added on base.

Thursday, June 21 – 9 members CRF – Assembled and paint truss pairs #7 and #8 – 3 hours installed truss pairs #7 and #8 – 4 hrs. Basically finished.

Friday, June 22 – 9 people – Cross web first 2 truss assemblies together, finished first web, 3 knee braces.

Saturday, June 23 – 8 people – **Crew Leader Bill Kepner** – Install truss cross webbing, discover lengths and installation incorrect. Remove incorrect cross bracing.

Work Accomplished, Session D: Monday, June 25 – 8 members – Remove one wrong vertical, install horizontal and 2 knee braces.

Tuesday, June 26 – 8 members – Complete horizontal and knee braces.

Wednesday, June 27 – 7 people – Start purlins - 78 feet complete - highway side

Thursday, June 28 – 6 people – Purlins additional 64 feet.

Friday, June 29 – 6 people – purlins CRF side 78 feet completed.

Post bottoms welded. Horizontal braces welded or bolted. Half purlins finished. Roof sheeting moved inside.

I think it's fair to say that more work was accomplished in 2 weeks and one Saturday than anyone expected, considering that some bracing that was installed had to be removed and in the second week drill bits became a problem. Ted Norcross

Status of Project, Session A&B Comments: Approximately one day will be required to install the knees on the three last trusses and assemble the last two pairs, once some of the existing pairs have been erected and space is available. Painting can take place at the same time.



The project at the end of Session D, 2012

COMMENTS:

1. If jobs are passed on from session to session with different crew leaders, written instructions and at least rough drawings are really needed.
2. The fork lift and man lifts more than paid for their rental costs.
3. The people I had in Session C and those Kyle had in Session D were really good. Everyone got along well and worked **very hard**.
4. Special thanks to Mike O'Nele, Bill Kepner, and Chris Trunk for giving up their projects to work for Kyle. Thanks to Cletus and Fred for rallying to our aid when we needed it.
5. No one was injured. Thanks to all who were careful and safety minded during this difficult job.

OSIER: The final project in Osier Station, the Plexiglas dividing wall was installed. After 19 years the basic Osier Project is completed and I have turned my keys in to Ed Lowrance.

I hope to work C and D Sessions in 2013 in Antonito at the CRF. The projected work is building a storage loft inside the CRF and the conversion of a 20' cargo container into a paint and flammable materials locker. Mike O'Nele, Bill Kepner, and I will work together on any CRF projects of this nature.

Project 1113 – Rebuild Gondola Car 9558 - Chama

Objective: Continue the rebuild of gondola car 9558.

Team Leader, Session D: Bill Pratt

Team Members, Session D: Don Coleman, Lee Parks, Randy Parks, Andy Ross, and Ron Ross. Bob Osborn and Warren Ringer were assigned but unable to attend.

Work Accomplished: The B end coupler was installed. The original coupler was defective so a replacement was obtained from the swamp. Installing the decking was completed, all side posts were installed, and the first two layers of side siding was installed on both sides. The siding was installed with only one of the two bolts at each post in order to expedite installation. The second bolt at each position will be installed during the next session



Car at the beginning of Session D



Marshall Smith moving one board at a time as TL Bill Pratt gives hand signals and Chronicler Arlene Crider gets set to take a picture.



Waiting on the next board to come down. Lee Parks and Randy Parks with Russ Hanscom in the center watching.



Badly warped lumber is hard to work with. 97



9558 at the end of Session D.

Project Status: What additional work is required? The remaining three side boards on each side, all side “cripple” posts, the end siding, and all corner angle plates must be installed. All “above deck level” safety appliances and brake controls, and the B end air hose and angle cock also need to be installed. The B end Simplex coupler installed during this session is missing its knuckle but Marvin said that he has one for it.

What is the target year for completion? I had hoped that this car would be finished in this session, but it will require at least one more session. It is now planned to finish it in either C or D session of 2013.

Comments: Much time on this project has been lost due to the poor quality of the wood provided. About two hours using pry bars, a “come along”, a sledge hammer, and several clamps were required to install one end sill, because of a badly warped side sill. All frame members were so warped that we had to install plywood shims before installing the decking, and the siding boards had to be clamped at every post to pull the boards into place. We were short three pieces of decking, due to unusable pieces, but were able to obtain replacements from the wood shop.

Additional time and effort was wasted because our storage car had been moved and there was a solid string of cars between it and our project. We were able to break the string and move several cars to alleviate that situation.

This car is being restored to its original configuration of a closed end gondola, rather than as a pipe gondola. All parts required for this conversion have been obtained.

Project 1117 – Install Pole Barn Storage Tracks, Antonito, CO.

Objective: Finish construction of track into Storage Shed.

Team Leader, Session A: Don Bayer

Team Members, Session A: Tim Bristow, George Davies, Chuck Dueker, John Engs, Wade Hall, Joe Kanocs, Bob McCain & Jim McGee.

Work Accomplished: Disassembled 60 feet of panel track that the railroad had assembled to enable us to move it into position on track three.
Installed 98 crossties into position on track three.
Installed 170 tie plates on track three.
Spiked approx 600 feet 75 pound rail on track three.
Due to the lack of a rail drill we used a torch to cut holes in rails for the installation of joint bars.
Installed 10 sets of rail joint bars.
Installed correct switch plates on track 1 and 2 switches.
Removed ballast from switches on track 1 and 2 so switch stand and throw rods could be installed.



Team removing ballast so switch stand and throw rods could be installed.



Switch Stand and throw rods installed.

Cut and weld throw rods, install switch stands and adjust switches to specifications for switches on track 1 and 2.
Align tracks 1, 2 and 3 from track 1 switch to end of track.
Extended track 2 to end of building.
Dumped 2 cars of ballast on track 1 and raise track 1 to approximate position as far as possible.
Cars were stored on track to be worked.



Team aligning track. It doesn't take much of this type of work to wear you out!



Railroad unloading ballast on Track 1.



Track 2 and 3 under construction.



Raising the track to grade using a couple of "Handy Man" jacks.

Comments and/or Complaints, if any: Due to the lack of proper material it was necessary to rummage thru the railroad scrap pile to find suitable material for the project.

Status of Project: Work that remains to be done: Raising of track 1, 2 and 3 to proper height when more ballast can be dumped. Install switch stand for switch off lead to CRF.

NOTE: All three tracks now have ballast.

Project 1118 – Frameless Tank Car Restoration - Antonito

Objective: Continue the restoration of two frameless tank cars.

Team Leader, Session D: Randy Worwag

Team Leader, Session F: Chris Trunk

Team Member: Matthew Jameson & Jay Samuels

Team Members: Hardy E. Cruse, Wade Hall, Bill McCall & Lenny Seidman

Work Accomplished: Worked to recover couplers, draft gear, and brake system parts located in Chama "swamp" storage area for eventual use on the frameless tank cars undergoing restoration in Antonito. Located four Type E couplers, located and installed missing components in the above mentioned couplers (knuckle, knuckle pin, and internal uncoupling parts), located additional (5th) yolk strap as replacement for cracked yolk strap attached to one of the above mentioned Type E couplers, and loaded these parts on a trailer for transport to Antonito.

Also located four Caldwell NY11F draft gear assemblies for use with above couplers, although one draft gear assembly is severely damaged and may not be usable. All four of these draft gear assemblies were transported to Antonito with the couplers from above.

Found many other parts for use on the tank cars, including brake rod clevis ends, angle cocks, glad hands, (1) branch pipe cut out cock, (1) brake chain sheave, and brake staff stock. These parts were taken to Antonito in a separate trip from the coupler and draft gear parts described above.

The recovery of couplers, draft gear, and brake system parts from Chama was a sub-project of the restoration work for these cars being led by Mr. Chris Trunk. The recovery and transportation (to Antonito) portion of this project is complete.

Work Accomplished, Session F: The major objective of this work session was placing both tanks back on the trucks. On Monday, with the assistance of RR personnel, the final pair of trucks from Chama was unloaded from the flat car. Both pairs of trucks were then placed on the rails just outside the CRF. The truck bolster bowls were cleaned-out and painted. Four new king pins were fabricated and placed in the trucks. Journal bearings were inspected and reset if needed on all axles.

New brake cylinder brackets were installed to the underside of both tanks, and a new lower brake chain sheave bracket was fabricated and installed on #11036. All new parts were coated with primer. Both type KC brake cylinders were painted, and various brake system components were tagged for storage in the reefer car. Work was started on the fabrication of a brake hand wheel shaft from parts obtained during session D.

On Thursday a rental crane from Alcon was utilized and both tanks were set on their respective trucks. The bolster side-roller shims had to be temporarily removed to allow proper clearance between the side rollers and the tank car outrigger brackets. The side-roller shims will be reinstalled during a future work session once the bolster centers have been reconfigured.



Trucks are in place, waiting on the crane.



Crane ready to lift tank.



Crane lowering the tank onto the trucks.



Both frameless tank cars back on trucks for first time in many years.

Some assistance was given to the DBG project as-needed, and the CRF was given a thorough cleaning at the end of the week. All members worked safely and adhered to the safety guidelines.

Status of Project: My best guess is at least 2-3 more years (at 2 work sessions per year). There is still quite a bit more work needed. We've made very good progress so far, but there is still a long way to go. Chris Trunk

Project 1122 – Repair Box Car 3669

Objective: To rebuild this box car so that it looks good when used by the operator in photo freights. Our efforts **do not** include the running gear and brakes.

Team Leader, Session E & F: Tim Bristow

Team Members, Session E: George Davies, LD Osborn, Terri Shaw, Michael Walter & David Walter. Phil Kuhl joined us on Tuesday. Bob McCain and Charlie Joerg joined us about midweek.

Team Members, Session F: George Davies, Linda King, Bob McCain & Rob Reib

Work Accomplished: The work for both weeks was the restoration of the exterior of boxcar #3669. We did not complete the project. We were careful to take apart only what we would be able to get rebuilt by the end of F Session. Therefore, neither of the ends was worked on and one section of one side was not worked on. Both doors were rebuilt. The roof walk and end platforms were rebuilt last year.

The work was accomplished in five steps:

1. removal of all hardware by cutting the bolts,
2. removal of car siding,
3. replacement of car siding,
4. replacement of hardware, and
5. doors.



George Davies uses a “sawsall” to cut a bolt.



TL Tim Bristow and Terri Shaw painting siding boards as an afternoon thunder shower moves in.

The work on the doors was almost a separate project itself. Both old doors were completely disassembled and rebuilt. One of the door tracks (on the side we completed) was removed. This allowed replacement of the entire fascia and various backing blocks and spacers. Reinstallation of the door brought with it many reminders to those of us who have forgotten some of the details of this work from years past.

Removal and replacement of hardware and siding was fairly straightforward. The only extra effort was the priming all of the siding prior to their attachment to the car. Additionally, the



George Davies and L.D. Osborn plane a board to the right thickness for a door.



One of the doors almost finished.



Linda King and TL Tim Bristow painting



George Davies listens as Bob McCain and TL Tim Bristow discuss the hanging of the Door.

inside surfaces of all siding were given a finish coat of paint. This was done in an attempt to prevent stripes appearing as the wood shrinks and/or the car flexes.

Don Stewart's paint crew finished the week by putting a coat of exterior paint on the entire car following our work.

Status of Project: Both ends and one section of one side still need to be sided with new wood.

Project 1143 – OM Rotary Display

Objective: Improve the interpretive aspect of the display.

Team Leader, Session C: Len Jones

Work Accomplished:

I removed the upper viewing window and took it to the carpenter shop. Obtained the donation, from a local contactor, of a piece of galvanized concrete reinforcing wire to use as a security screen (John Eng's has the contractor's contact info)

The carpentry shop team cut and removed the top two thirds of the Plexiglas, made the frame opening larger and installed the security screen.

I installed a new window sill, primed and painted all bare and scratched wood and reinstalled the window.

Len Jones

7-26-12



Comments and/or Complaints, if any:

Status of Project: If not completed – your best estimate of the number of work sessions remaining to complete the project.

Project 1153 – Chama Stock Pens Fence Repair – 344.500

Objective: Restore rear fence to depict original useful condition.

Team Leader, Sessions E & F: Len Jones

Team Members, Session E: Howard Bunte, James Raffelson, Jim Sublett & George Trever

Team Members, Session F: Herbert Knoesel & Jim Sublett

Work Accomplished: The team completed 229 feet of sheep pen fencing. 12 fence posts had been set in 2011. We set another 21 posts and nailed on 1145 lineal feet of 1½"x 6", 2"x 6" and 2"x 8" x 12' rails using 20 penny ring shank nails for which we had drilled pilot holes.

The backhoe was used to dig the postholes because the size and number of boulders in the ground in this area make it impractical to dig them any other way.

This work was complete by end of day Tuesday of Session F. The remainder of the week Team members helped out on other projects and prepared for more fence repair work in 2013.



TL Len Jones cutting post to right height.
Jim Sublett fills in around a post.



Digging holes for the posts. (Photo by Len Jones)



Posts have been set.



Fence at the end of Session F. (Photo by Len Jones)

Status of Project:

Project 1154 – Snow Shed Header Repairs – 330.602

Objective: Replace the 8” X 12” X 19’ header on the 4th bent on the Cumbres snow shed and lift the roof on the remaining 14 headers enough to inspect their condition and to add a tin cap on all of them to provide a “roof” to prevent the wet rot caused by rain water and snow melt run off each year.

Team Leader, Session E: John Cole

Team Members, Session E: Thomas Hindman, Ron Horejsi, Chris Jensen & Joe Kanocz

Work Accomplished: Our team started by installing anchors to the fall arrester gear for working on the roof. When that was completed we proceeded to remove the roof boards above the header being replaced. Once the header was exposed our electric winches were used to install the temporary steel header that held up the load of the roof and allowed us to remove and reinstall the 8’X12”X18 foot long header.

We cut through the nails and spikes holding the old header in place and hooked up the winches to the header and it moved without much difficulty. The lowering process took only about 5 minutes which was quite a relief and a welcome surprise as you just expect there to be problems.

Once the old header was down on the ground we cut the new one to the size of the one it replaced and hooked it up to the winches and up it went. Other than having a winch cable jam in the winch housing the lift was non eventful.

We pulled the two telephone poles the header sits on back to their original location and drilled the two anchor holes to pin the header to the telephone poles. Once all the rafters were nailed to the header, we sheeted the header with 14” wide galvanized tin sheeting to provide some protection from water, not only from snow melting but rain as well. All the nails were covered with roof tar to prevent the water from seeping in the nail holes in the tin. We were required to replace the four, 2x12” diagonal brace boards connecting the header to the telephone poles supporting it as they were too damaged to reinstall.

From there it was a matter of reinstalling the 2X12” lumber that makes up the roof and sides of the snow shed. After the 2x12s were nailed down, we replaced the 1x4 batons that cover the gaps in the 2x12s.

When we finished replacing the header on #4 bent, we pulled off the 2x12s covering the first 6 headers on the snow shed and after an inspection, tin was added to the top of those headers to help prevent rot.

Our inspection revealed that the #2 header needs changing RIGHT NOW! As there is a big hole in it on the part where the pole is underneath it supporting the load. John Engs is going to sister a second pole under that header to provide extra support under a better part of the header so it doesn’t collapse this winter if we have a heavy snow load on the shed.

The #3 header is OK for now, but should be considered for replacement in a few years.

I talked to Ed and John Engs about our crew going up on the hill next summer to replace #2 header, and Ed suggested he order two, so we will have a spare when we inspect the remaining 8 bents. We are also planning to install galvanized tin on those 8 remaining headers if they check out OK. Having the extra header will give us flexibility to replace another one if our inspection shows another needing replacement.

Normally we would give each other high fives when we finish a job, but working at 10,000 feet really kicks your butt. Handshakes were the best we could do after we loaded the speeder trailer, ladders, and other equipment on the trailer for the trip down the hill.

Comments and/or Complaints, if any: Next summer we will bring my OWN roofing and framing nail guns and air compressor to use for our project. As was the case with the trailer, other team leaders do not want to share equipment that they “might need”, but they’re not sure.

The stock pen crew took the Ford P/U and the trailer to move a weeks’ worth of wood, and wouldn’t allow us to borrow it until they were finished with it at 3pm on Monday. To make matters worse, they TOOK the KEY for the trailer after locking it up and we didn’t find out who had it until TUESDAY! While I don’t have a solution to this problem, it is frustrating to say the least. We ran into the same problem with the portable air compressor and nail guns. I can fix that problem using my own equipment bringing it out from California.

Status of Project: If not completed – your best estimate of the number of work sessions remaining to complete the project.

I told John and Ed we will work another year and should be able to finish up with the other header or two, and inspecting and covering with tin the remaining 8 bents on the shed.

There are some 2x12 that need replacing, but any team can do that, I want to get back to my telegraph poles. John Cole – Team Leader

Project 1155 – Section House Siding Repairs – Cumbres – 330.700

Objective:

Team Leader,

Team Member(s),

Work Accomplished: (please include material and any special tools used.)

PROJECT ON HOLD

Comments and/or Complaints, if any:

Status of Project: If not completed – your best estimate of the number of work sessions remaining to complete the project.

Project 1160 – Paint Display Engine

Objective:

Team Leader,

Team Member(s),

Work Accomplished: (please include material and any special tools used.)

Cancelled

Comments and/or Complaints, if any:

Status of Project: If not completed – your best estimate of the number of work sessions remaining to complete the project.

Project 1162 - Rebuild Drop Bottom Gondola 783

Objective: Continue rebuild of DBG 783

Team Leader, Session F: Bill Pratt

Team Members, Session F: Lee Parks, Randy Parks, Warren Ringer. Bob Osborn was assigned but unable to attend.

Work Accomplished: All remaining wood was removed from the frame. The brake system including the cylinder, all linkage, air lines and brake beams were removed. The five cross frame members, the needle beams, and the truss rods were removed. Much work was expended attempting to remove the B end bolster saddle, and needle scaling was begun in the frame surfaces that will have wood stiffing beams against them.



Warren Ringer and Randy Parks removing a frame cross member. (Photo by Bill Pratt)



Lee Parks and Warren Ringer removing a nut from a bolt. Tear down is one bolt at a time!

What additional work is required? The B end bolster saddle removal must be finished, the frame needle scaling must be finished, the frame must be sand blasted and then coated with red oxide primer. The top surface of the A end of the end sill is badly rusted and must be repaired by welding an angle iron along the top.

The truss rods must be inspected, weld repaired as necessary, have the threads chased, and the truss rod holes in the end sill castings must be rebored.

All frame stiffening wood must be replaced with new. This consists of four 32' and two 12' beams, all of which will be treated with a wood preservative. New wood main and secondary needle beams (2 of each) must be made and installed.

The five frame cross members must be reinstalled, the brake system components must be reinstalled, and the truss rods must be reinstalled.

After the above items are completed, the center nailers and decking, all drop doors, and the sides and ends must be installed as in all DBG restorations.



Removing a bolster saddle. (Photo by Bill Pratt)



Warren Ringer watches as TL Bill Pratt is preparing to separate a cross-frame from the main frame utilizing hydraulic jacks.

Comments: It was intended to rebuild this car without replacing the frame stiffening beams (as done on all other Friends DBG projects), however this wood was so decayed that it was decided it must be replaced. Also, a frame repair indicated that one of the longitudinal frame channels was likely cracked, and removal of two stiffening beams was also necessary to inspect for this suspected damage. However, preliminary channel inspection failed to reveal any frame cracks.

Removal of the frame cross members and bolster saddle was required so that this wood could be replaced. It is planned to use Huck Bolts instead of “hot rivets” when reinstalling the three center cross frame members and the B end bolster saddle.

Being as the wood already possessed will not be used for several years, it has been placed on a flat car in the CSF to store it out of the way.



TL Bill Pratt grinding off a rivet head.



At completion of the session with the truss rods stowed on top. (Photo by Bill Pratt)

What is the target year for completion? Due to the tremendous amount of work remaining it is impossible to make an accurate estimate. An optimistic ROUGH estimate is that it can be completed in 2016 if our manning requests are met.

Project 1163 – Construct Elevated Storage Area - CRF

Objective:

Team Leader,

Team Member(s),

Work Accomplished: (please include material and any special tools used.)

Comments and/or Complaints, if any:

Status of Project: This project was cancelled.