

Project 0290 – Equipment & Material Loading

Objective:

Team Leader:

Team Member(s):

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

NOTE: No one was assigned to 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 0294 – Hauling & Vehicle Operation

Objective:

Team Leader: Wayne Schober

Team Member(s):

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

NOTE: No team leader report received.

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 0310 – Safety Coordination

Objective:

Team Leader, Session C & D: John Engs

Team Member(s):

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

NOTE: No team leader report received for 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 0700 – Yard Landscaping - Chama

Objective: Beautify the area around the Chama Depot

Team Leader, Session B & E: Naomi Sublett

Team Leader, Session D: Laural Hoppes

Team Member, Session B: Jim Sublett

Team Members, Session E: Becky Falk, Debra Joerg, Valerie Morris & Becky Robbins

Team Member, Session F: Becky Falk, Judy Rosenberger (part time).

Work Accomplished, Session B: Clean up of areas of trash and weeds and winter dead growth. This is an extensive task as there were only two people on duty. (Jim and Naomi Sublett) The patio area was pulled of weeds and also sprayed with a round-up extend control of three months.

In the garden area beside the patio, we tried a lot of cleanup, trimming and control of over growth. A new half-barrel was placed in the middle with Autumn-Fire sedum. Jim made special changes to the water system to provide for their survival.

Under the Aspen trees where cleanup was completed we added cedar bark mulch. New plants which were planted in Sessions E & F of 2011 survived and are doing well - 1 Hosta by the Glider and 2 Buffalo Juniper in the Iris bed is doing great.



TL Naomi Sublett weeding the area.



Beautiful flowers in "Alta's Garden".

Work Accomplished, Session D: Seven new flower pots were made from “trex” wood to replace the old flower boxes on the station platform by the trains. I planted new flowers in each, and since they are bigger than the old wooden ones I added soil to each. My husband, Ray Hoppes, helped me one morning to get the drip system back in working order, as many heads had been broken off, and there were holes in a couple of places in the main hose which we repaired.

Cleaned up weeds in gardens and around railroad ties by station and cut dead flower growth in the front two gardens by the walk. The alfalfa weeds had started to take over some areas in these gardens, and I cut them back. The root system is quite large for them and I couldn't dig them out. I also weeded both pathways around and into gardens. The weed growth was fairly

extensive by the end of June. Cleaned up as many cigarette butts in flower pots and gardens as I could see. I'm sure I didn't get them all. Also I found glass in the pathways that I cleaned out and threw away.

This was a great deal of work, as I was the only one on duty and due to the heat could only work until just before lunch. I did start working between 6:30 am and 7:00 am to "beat" the heat. (Thank you Bill Lock for the suggestion)

I watered every other day (turned on the drip systems) as a "docent" & a resident of Chama told me no one had been watering and there had been no rain in Chama for 8 weeks. The gardens were extremely dry. I left instructions with him to continue to water when we were gone in July.

A couple of residents of Chama came by about 7:00 each morning and would comment on the garden and progress I was making. The residents of Chama come down fairly often to just see the gardens, and look at the flowers and walk their dogs around the grounds.

Suggestions for Future: 1. A better watering drip system, or watering system in general. The small planters on the north side of Chama station do not have a water source. (I took buckets over to water them).

2. Plan more flowers that will bloom throughout the season and bring color to the area. By the end of June the Lupine was dying out, the Hollyhocks were just starting to show blooms to come, and Iris' and Columbines were gone.

3. Smoking: I found cigarette butts in almost every planter as well as the main gardens. Perhaps there could be a sign or a container marking it for a good location to put the cigarette butts?



TL Laural Hoopes plants new flowers in new flower boxes built in Session D.



Two new flower boxes with new plants.

Session E & F - The landscape team was very blessed and productive. There was the typical and routine duties of weeding, cleaning, dead-heading and straightening of growth over the summer. All of the plants were in serious need of a deep watering.

The plants in pots on the depot platform were struggling to survive from lack of water. The team re-potted with some new pots and additional plants to various pots that had losses. We also added saucers to all round pots. 2 x 2's were made to go under all the rectangular planters so that damage from too much moisture held under planters was reduced. (this done to control damage to the depot platform.)

Hardscaping changes: 1. Stand-up tie ends were added as terracing and erosion control to two places. A sidewalk from town, which also added a new planting space along the sidewalk. Rock beds were put into place in the second terrace under this to help support erosion control and stand-up tie-ends. A ground cloth was installed under the rocks. Footer was installed along the bottom of the rocks to keep the rocks in place and to separate Alta's Garden from the terracing. This will be further extended in 2013.



Becky Robins, Becky Falk, Valerie Morris,
TL Naomi Sublett & Debra Joerg



Three new Scotch Pines were planted.

2. More stand up tie-ends were also installed in the north end to also terrace and control soil erosion. Soil amendments and top soil were added to improve soil growing conditions. Transplanting in both these areas was performed.

3. Many rocks of all sized and weights were moved to create texture and lower the high maintenance of some of these area.

4. Rocks were also moved behind the glider with a ground cover under them for the prevention of unwanted growth.

5. Three new Scotch Pines were planted to the south of the patio. Three wells were made to hold moisture during watering and bark mulch was added to retain that moisture.

6. Wood preservation was applied to patio stairs, picnic table and other wood surfaces.

The donor boards were removed and replaced by the Boy Scouts and by Jim Sublett and Herb Knoesel. The wood frames were also applied with wood preservative by Herb Knoesel.

Many thanks to my teams. Also thank you to all of the men who assisted when asked to help with heavier tasks.



Becky Robbins hand waters flower pots.



Becky Falk on the way to the dumpster with with another load of clippings. She made numerous trips during Sessions E & F!

Comments: Goals for Chama Landscaping for 2013: 1. Refinish Alta's sign. 2. 30 bags of cedar bark mulch. 3. 30 bags of top soil. 4. More plants & flowers. a. Iris bed & beyond to the north. b. Alta's garden. c. Glider & garden path bed. 5. Tie end steps up to side walk to town. 6. Finish ground around 3 Scotch Pines. a. Clear weeds and unwanted growth. b. Re-mulch trees. C. Build better moats around trees. d. Stand-up tie-end barrier west of trees. 7. Continue to build retaining wall up the sidewalk to town.

Status of Project: Plans for the future - 1. A new and more effective and durable watering system for the entire garden. 2. Saucers for under the plants on the platform as the moisture is damaging to the platform. All materials and supplies were funded by Jim & Naomi Sublett!

Project 0701 – Landscaping CRF - Antonito

Objective: Beautify the area around the CRF

Team Leader, Session A & B: Naomi Sublett

Team Member, Session B: Jim Sublett

Work Accomplished: Session A: General cleanup of trash and weeding around the landscaped and parking areas. Inspected plants around the CRF building that were planted in 2011.

There were three categories: Doing Well Struggling Dead
4 Juniper 4 Blue Juniper 4 Cotton Easter
3 Sand Cherries 1 Gold Tip Juniper
3 Austrian Pines

I will return in Sessions E & F with new plants to replace the four dead plants. I will also inspect the strugglers for improvement or decline. Some adjustments and repairs were made to the watering system. I hope these changes will help all of the plants.

Upgrades & Changes: (Paid for by Jim and Naomi Sublett) A higher grade of mulch was added to the Austrian Pines plus a trace mineral supplement. Other plant areas were also upgraded to the new mulch. (Cedar bark mulch from Lowe's)

A trench was dug by "Fuzzy" Anstine with the backhoe. This trench was to semi-circle around the north side of the pines. Cut-off ties were stood on end. Rocks were placed and backed up against the ties. Mary Jane Smith and Maggie McMullen were a great assistance in the placing of the ties. Len Jones brought a stack of them over with the front loader. We picked a few more up from around the CRF.



“Fuzzy” Anstine digging a trench for the ties.



Mary Jane Smith, TL Naomi Sublett and Maggie McMullen working on a sand walk.

The next change was a walkway from the parking area in between the pines and the CRF building. Most of this was constructed by Jim Sublett. Borders were installed, ground leveled and packed and a barrier fabric laid down. A special packing sand was laid and tamped down.

Twenty bags were used and about twenty more bags will be needed to complete the walkway. We will return in Sessions E & F to complete this task. This project was also funded by Jim and Naomi Sublett



Mary Jane Smith, TL Naomi Sublett and Maggie McMullen taking a picture break after getting the ties in place.



The finished product. At the end of Session B these 3 trees were looking a lot better with new growth showing.

Project Status: This needs to be a continuing project.

Project 0710 – Right-of-Way Brush & Tree Control

Objective: Removal of brush and trees which are growing into right-of-way and may be contacting train engines or cars and limiting vision and creating a hazard.

Team Leader, Session D: Ron Horejsi

Team Member: Paul Davenport

Work Accomplished: Monday: AM: check out & service equipment. AM-PM: Worked right-of-way from Apache Crossing to MP 327 (Los Pinos Valley). Cut small aspen and willows off of right-of-way. **NOTE: Mile Post 327 (south side needs repainting)**

Tuesday: AM: Worked right-of-way from train yard to Highway 17 crossing. Trimmed brush and small trees. PM: Worked right-of-way from north end of "the narrows" south approximately 0.5 miles removing brush & trees (aspen/oak and some conifers).

Wednesday: AM & PM: worked right-of-way from ending point Tuesday to approximately 0.5 miles south - ending approximately 0.5 miles north of the private landing strip. Still need to finish out this last segment - many small aspens sprouting just outside blast edge. These will quickly grow in height & width.



Paul Davenport watches as TL Ron Horejsi cuts small aspen close to the track.



TL Ron Horejsi & Paul Davenport pick up tools to move to next location.

Thursday: AM: Finished "the narrows" stretch of right-of-way. Worked right-of-way from Cresco MP 335 North to MP 334.

Friday: No work on right-of-way, turned in equipment.

Comments and/or Complaints, if any: Thoughts & Comments for future work sessions. Two problem areas noted:

1. Lack of coordination with the railroad on vegetation problem areas. When the work session began we had no information on where to work along the right-of-way. We ended up talking with Tracy, an engineer, Julian, fire patrol, Joseph with the track crew and Bob Ross who

had the milepost crew. All the information obtained was tenuous. We worked most of the area was suggested to us. Some of the areas were inaccessible by vehicle. This leads to explanation of the 2nd problem.

2. Access to work area: The railroad did help us by letting us catch a ride(s) with the fire patrol speeders but a dedicated speeder/operator for the week would have been of great value. This setup needs to be coordinated prior to the beginning of the work session, ***NOT*** on a day-to-day basis during the session. We also had scheduling conflicts for the "Friends" pickup. The MOW Team and Tree/Brush Removal Team both needed to use the 84 Ford pickup to access work areas. Both teams needed to transport equipment including gasoline, paint & tools that are not conducive to carrying in a POV. I did use my personal SUV but did not take flammable items with us. Future work sessions need to have the vehicle use scheduled in advance or have some means of access setup before the session begins.

3. There were only two members on the team and we were both tired out by Thursday evening - hence no work on Friday. We ended up walking long distances to access cutting areas. Additionally there should be a minimum of 3 persons on the work crew for safety reasons in the event of an accident and/or injury.

Other Items of Note: **1.** Mile Post #327 needs repainting on the South side.

2. 1984 Ford pickup needs 4 new tires! Current tires are balding and have no traction on steep gravel roads.

3. Craftsman 4 cycle power brush trimmer needs servicing. It runs well initially but then when shut off it doesn't want to remain running when restarted. It appears to be a fuel problem - probably with the fuel lines in the tank as it does not want to re-prime - fuel lines in tank may be collapsing or kinking and shutting off the fuel supply.

Possible work areas for August work session - Tree/Brush removal area around Toltec.

Status of Project: This is a continuing project.

Project 0720 – Freight Car & Rolling Stock Painting

Objective: To paint the Kitchen Car (3591), Food Storage Car (3484) and Museum Car (3533).

Team Leader B & F: Don Stewart

Team Members, Session B: Lance Godfrey, Dave Sherburn, George Pearce, Jill Stewart, Noah Ward

Team Members, Session F: Richard Dick, Tom Hiscox, Peter Hogan, Judith Rosenberger & Robert Rosenberger.



Session C Chama Freight Car Painting Team was: George Pearce, Dave Sherburn, Noah Ward, Don Stewart, Jill Stewart and Lance Godfrey.

Summary of Work on Job 720 Accomplished:

Cars painted:

- Friends Kitchen car (3591) was painted.
- Friends Food Storage Car (3484) was painted.
- Museum Car (3533) was painted.
- Roof of the long stock car (3995) was painted in Antonito.

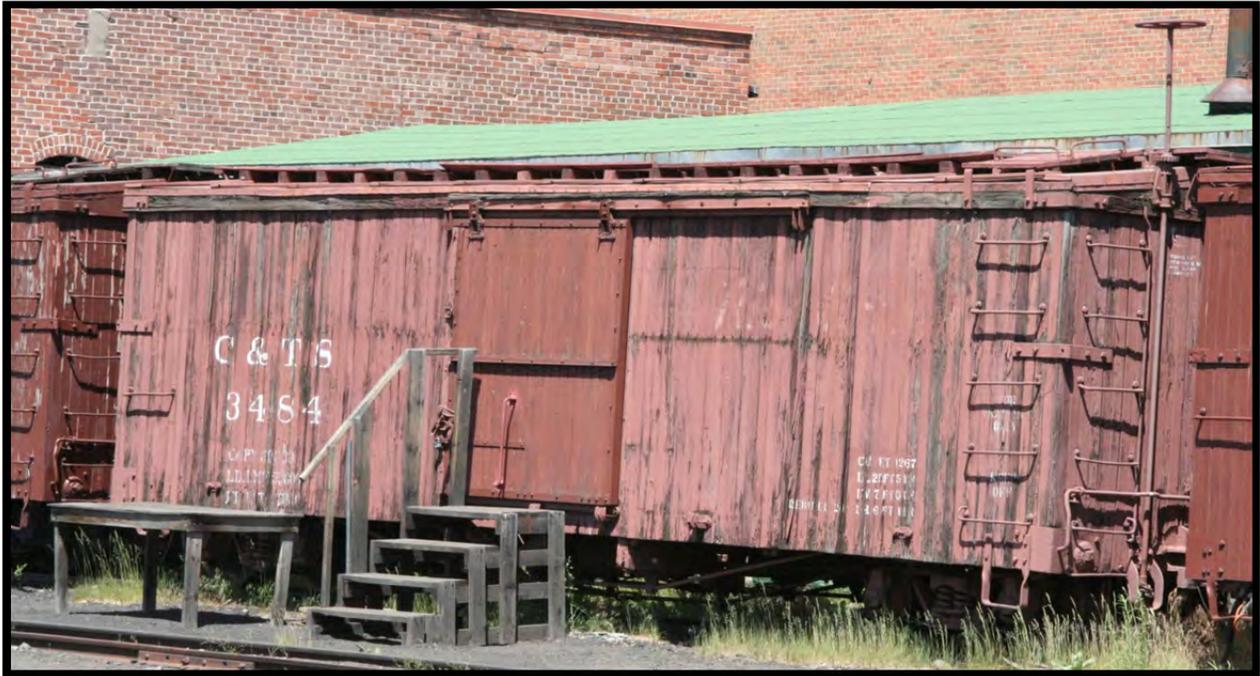
Friends Kitchen car (3591) was scraped and wire brushed to remove old paint and grayed wood during the first two days of the work session.



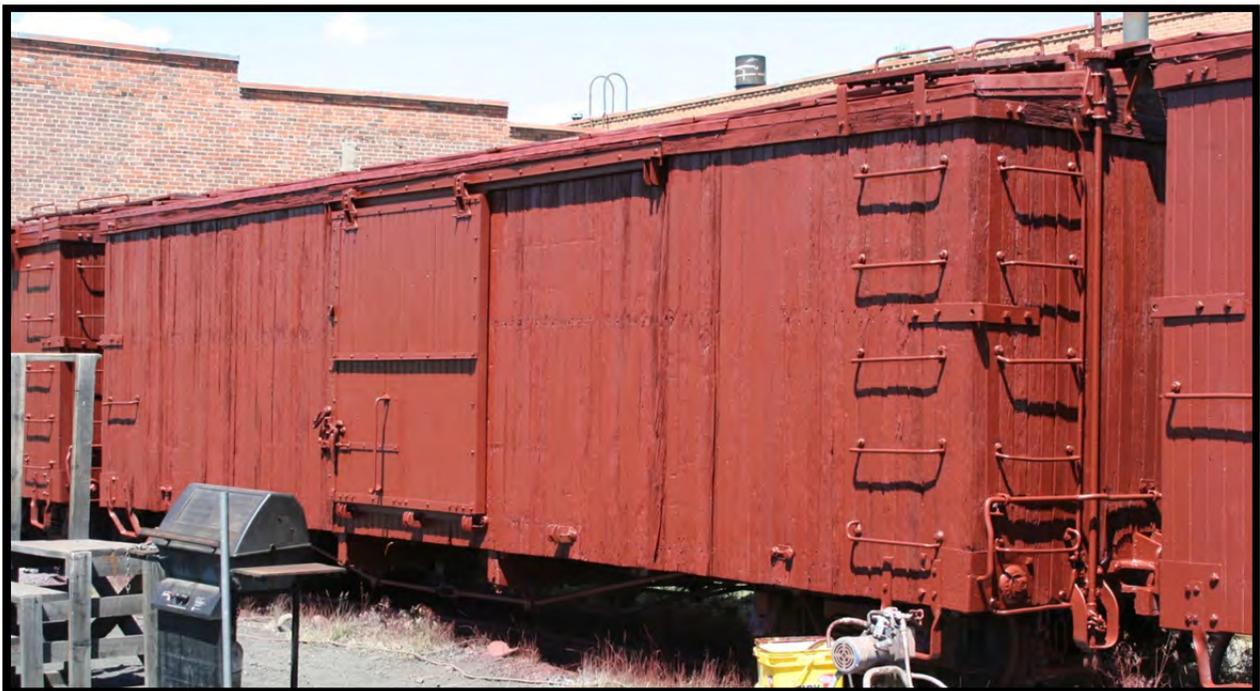
The car was then blown off with high pressure air to remove dust, soot and wood pieces. This was then primed with oil based primer which was thinned to improve its ability to soak into the wood. After drying overnight the primer was covered with two coats of Latex finish paint in Babbitt Brown (Boxcar Red) paint on Thursday. Friday the paint was touched up at the door frames. It is now ready for lettering.



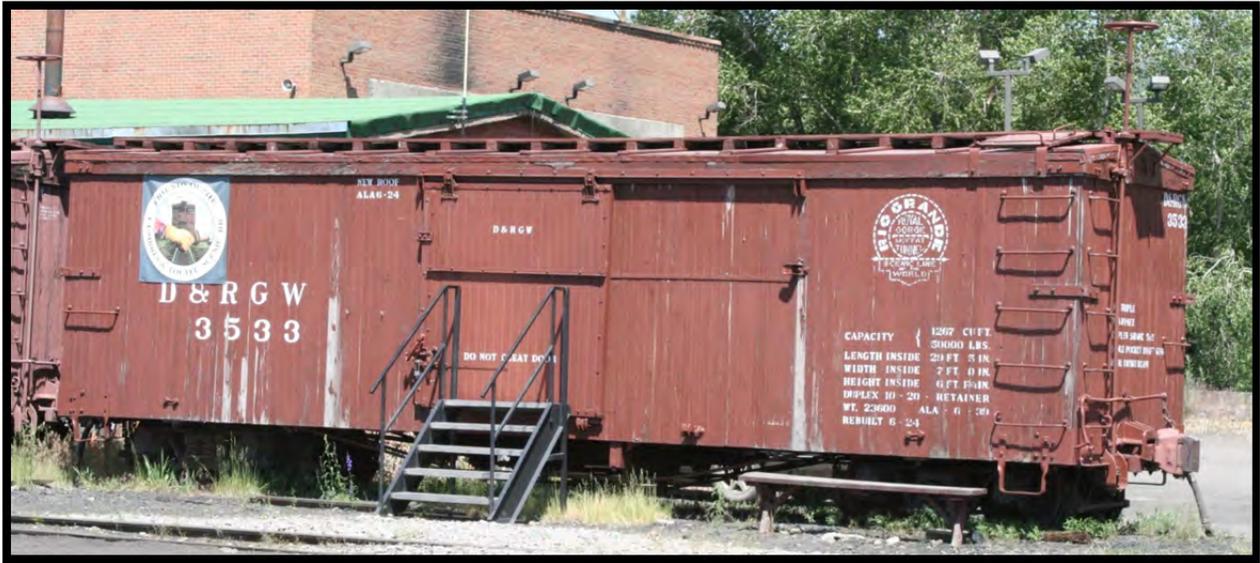
Friends Food Storage Car (3484) was scraped and wire brushed to remove old paint and grayed wood during the first two days of the work session.



The car was then blown off with high pressure air to remove dust, soot and wood pieces. This was then primed with oil based primer which was thinned to improve its ability to soak into the wood. After drying overnight the primer was covered with two coats of Latex finish paint in Babbitt Brown (Boxcar Red) paint on Thursday. Friday the paint was touched up at the door frames. It is now ready for lettering.



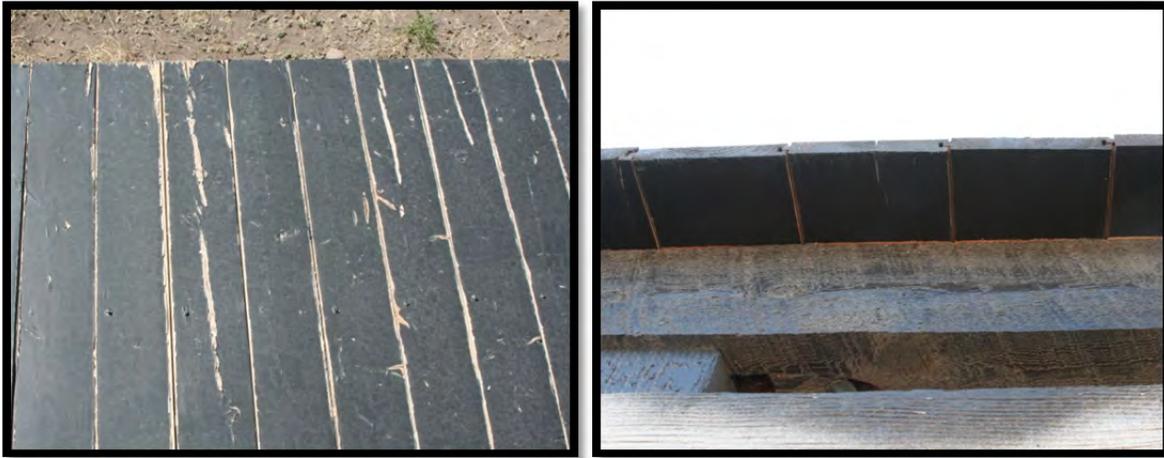
Museum Car (3533) was scraped and wire brushed to remove old paint and grayed wood during the first two days of the work session.



The car was then blown off with high pressure air to remove dust, soot and wood pieces. This was then primed with oil based primer which was thinned to improve its ability to soak into the wood. After drying overnight the primer was covered with two coats of Latex finish paint in Babbitt Brown (Boxcar Red) paint on Thursday. Friday the paint was touched up at the door frames. It is now ready for lettering.



Long Stock car 5995 roof was inspected to determine the reason for paint peeling after only two years. It was noted that the boards had dried out and separated from each other and pulled the paint apart. The paint edges then curled up. See photo below.



The left side photograph shows the top of the roof where the paint has pulled apart. The Right side Photograph shows the underside of the roof where the boards shrunk revealing the bare wood of the tongue and groove roof. All bare wood was repainted.

The roof was scraped and wire brushed on Tuesday June 19, 2012. It was swept off and given a coat of thinned primer. This was allowed to dry overnight. On Wednesday two coats of black latex paint were applied as a finish coat.

Recommendations: The following paint projects should be worked on during the 2012 Work Session F:

Work Session F in 2012

- Paint box car lineup in front of the roundhouse
 - Box 3254 (Friends Electrical and Stencil Storage Car)
 - Box 3016 (Friends Tool Car) – note just dust off and lightly coat the car until the new tool car is moved into the string
 - Box 3231 (Friends Bolt and Nail Car)
 - Box 3686 (Friends Paint Car)
 - Box 3339 (Friends Ladder and Scaffold Storage Car)
- Paint the new Tool Car being rebuilt during sessions C and D.

Future Work Sessions

- Paint Long Reefer 163 once siding has been replaced
- Paint RPO 54 once construction has been completed.

Project Status: This should be kept open as new paint requirements are determined each year.

Friends of the Cumbres & Toltec Scenic Narrow Gauge Railroad
Job 720 – Car Painting
2012 Session F
August 13, 2012 – August 17, 2012

Objective: To paint Boxcars, a stock car and a long reefer as well as the Osier Station.

Team Leader B: Don Stewart

Team Members Session F: Richard Dick, Peter Hogan, Robert Rosenberger, Judy Rosenberger, Tom Hiscox



Session F Chama Freight Car Painting Team was:

Rear: Spero Bettalico (Honorary team member) Don Stewart (Team Lead),

Middle Row: Richard Dick, Robert Rosenberger, Judy Rosenberger, Peter Hogan,

Bottom: Tom Hiscox.

Summary of Work on Job 720 Accomplished:

Cars painted:

- New Friends Tool Car (3585) was primed for winter (Project 1168).
- Long Refrigerator Car 163 new wood was primed on the left side and A end (Project 1185).
- Stock Car 5633 roof and upper side boards were painted (Project 1089).
- Box Car 3254 ends and left side were painted.
- Box Car 3016 ends and left side were painted.
- Box Car 3231 ends and left side were painted.

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- Box Car 3686 ends and right side were painted.
- Boxcar 3669 (Project 1122) was given a finish coat of Boxcar Red paint on Thursday. It was primed by the crew as they re-applied the siding.

Structures painted:

- Chama Coal Tipple Machinery House front was painted (Project 1017).
- Osier Station was not painted due to Sunday, Monday and Tuesday rains in Osier.

Painting Process consists of scraping the old paint off and scraping the gray wood down to newer tan wood. This is blown off using compressed air. A thinned oil based primer is used to cover the entire surface to be painted. After 12 to 30 hours the primer is covered with two finish coats using latex type paint. Narrow gauge box and stock cars require 4 to 5 gallons of paint per coat. Gondolas usually need 3 gallons per coat.

Friends New Work Car 3585 (Project 1168) was painted white inside (along with several interior pieces) and the exterior was primed to preserve the car over the winter. Approximately 8 gallons of white oil based primer were used to prime the interior (and several interior pieces) and car exterior.

The car was primed with oil based primer which was thinned to improve its ability to soak into the wood on Monday, August 13, 2012. After drying for two days (it rained the evening after the car was primed) the car interior was covered with two coats of white Latex finish paint on Wednesday. Three Gallons of finish paint were used.



The car construction will be finished early next year and a final paint finish applied to the exterior.



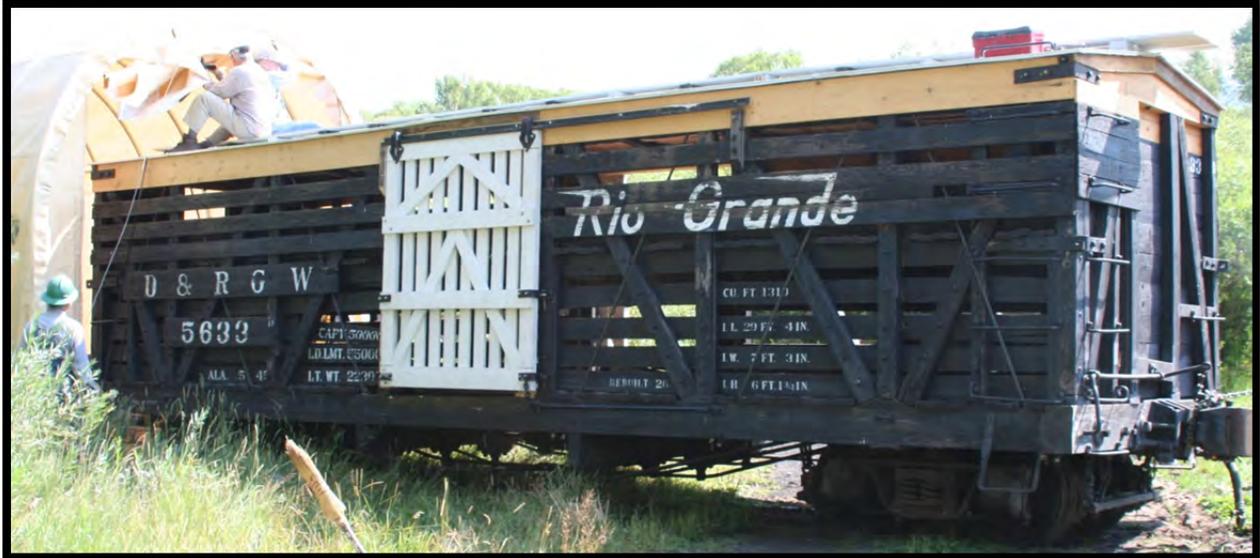
Long Refrigerator Car 163 (Project 1185) was primed on Tuesday after it dried out following Monday's rain.



The left side and A end were primed using four gallons of white primer. The car will be finished next year and the car completely painted in the June or August Sessions.



Stock car 5633 (Project 1089) roof and upper side and end boards were primed on Tuesday, August 14, 2012. The car was dry as it was stored within the canvas car shelter.



The finish coat was applied on Wednesday, August 15, 2012. Three gallons of flat black Latex paint were used to finish the car. The next day it was moved back into the car shelter.



Boxcar 3254 ends and left side were refinished for display. The car was primed on Wednesday after drying from Monday's rain. It was scraped during the C Work Session and again on Monday and Tuesday during the F Work Session. Four gallons of primer were used.



The finish coat was applied on Thursday, August 16, 2012 using approximately 4 gallons of latex paint..



Boxcar 3016 ends and left side were refinished for display. The car was primed on Wednesday after drying from Monday's rain. It was scraped on Monday and Tuesday during the F Work Session.



The finish coat was applied on Thursday, August 16, 2012.



Boxcar 3231 ends and left side were refinished for display. The car was primed on Wednesday after drying from Monday's rain. It was scraped on Monday and Tuesday during the F Work Session.



The finish coat was applied on Thursday, August 16, 2012.



Boxcar 3686 ends and right side were refinished for display. The car was primed on Wednesday after drying from Monday's rain. It was scraped on Monday and Tuesday during the F Work Session.



The finish coat was applied on Thursday, August 16, 2012.



Boxcar 3669 (Project 1122) sides and ends were painted with a finish coat of Boxcar Red (Babbitt Brown). The primer and some finish color were applied to the car as it was being re-sided.



Boxcar 3669 before painting by the paint crew.



Boxcar 3669 after a finish coat was applied to the sides and ends.

Chama Coal Tipple (Project 1017) was primed and painted following the installation of new boards to the front of the Machinery house. It was primed on Monday August 13, 2012.



The finish coat was applied on Thursday, August 16, 2012. About 3 gallons of Boxcar red (Babbitt Brown) were used to finish the Coal Tipple.



All paint was provided by Spero Bettalico from Friends funds. His assistance to the paint crew continues to be critical to the painting effort. He provides paint and supplies to the places it is needed when it is needed.

Recommendations: The following paint projects should be worked on during the 2013 Work Sessions in June and August:

Expected Paint Crew Work in 2013

- Paint Long Reefer 163 once siding has been replaced.
- Paint new friends work car 3585 once final work is complete.
- Touch up Stock Car 5633 once the roof walk supports and final construction is completed.
- Paint Boxcar 3669 once reconstruction is completed.
- Paint Derrick OP once the rebuild is complete.
- Paint Gramps Tank cars depending on status. They are expected to be Sand Blasted in the June Work Sessions. An enamel primer and gloss black enamel will be applied to them immediately following the sand blasting.
- Paint the Osier Station or the Section House once the siding is replaced on the Section House.
- Paint the canvas roof of the RPO car 54 when it is ready (expected C or D Work Session in 2013)

- **Project Status:** This should be kept open as new paint requirements are defined each year.

Project 0730 – Freight Car & Rolling Stock Lettering - Chama

Objective: To letter previously painted freight cars and other rolling stock.

Team Leaders, Session C: Craig Kumler

Team Members, Session C: Robin Kumler & Anne Woolsey

Work Accomplished: The team lettered 3 box cars during Session C – 3090, 3125 & 3422



TL Craig Kumler & Robin Kumler lettering box car #3090.



Robin Kumler, TL Craig Kumler and Anne Woolsey working on #3422



Status of Project: This is an annual project.

Project 0732 – Freight Car & Rolling Stock Lettering - Antonito

Objective: Letter the Antonito display string consisting of a locomotive #495 and tender, 1 long reefer #166, 1 stock car #5747 and 1 box car #3724.

Team Leader, Session B: Valley Lowrance

Team Members, Session B: Don Jones, Fred Pitteroff



Fred Pittroff, Team Leader Valley Lowrance and Don Jones

Work Accomplished, Session B: Engine 495 was lettered on both sides and front. Missing is 3" D&RG logo lower left under 495.



Display train at the beginning of Session B.



The Tender was numbered on the back with the 495 but no picture was available to know what else went on the back. We were unable to find the stencil of the Cumbres and Toltec Scenic R.R. that was to go on the side. Also the number 495 needs to be placed on the lower side as well as the logo to be placed above the Cumbres and Toltec Scenic R.R. lettering on the side



Rear tender freshly lettered.



Letter was completed on the street side and rear end of this car.



Letter was completed on the street side and rear end of this car.



Most of the lettering was completed on this car on side and back end. KEEP OFF, the letter L and the small D&RGW were not lettered as we couldn't find the 3" lettering.

Comments: I think the Tender should be lettered on both sides too as it is so visible from the road. (**NOTE:** Because of the number of individuals who I have seen taking pictures in, around and/or on this engine I believe this is a must for a future work session. Ted Smith)

Summary

Our assignment was to letter the repainted cars on the demo track on the side facing the entrance to the depot. We lettered both sides of the engine as it is so visible from both sides from the highway. The other cars were lettered on entrance side and ends as much as we could.

Remaining work to complete this project:

Engine: D&RGW to be stenciled on lower left below the 495. We couldn't find the stencil. This should be done on both sides.

Tender: The entire street side needs to be done with the Cumbres & Toltec Scenic R.R., the toilet seat logo and the 495 number in the lower center. We weren't able to find the large C&TSRR stencil at all.

Stock Car: I thought was complete but in looking at the pictures I realize we missed stenciling the following on the side: CAPY. 50000

LD. LMT. 55000

LT. Wt. 29100

Refrigerator Car: Is complete.

Box Car: KEEP OFF, the letter L and the small D&RGW were not lettered on the side as we couldn't find the 3" lettering. The end of the card has the D&RGW logo and car number stenciled on the upper right corner. I have since then found a picture that shows more information that needs to be put on the car:

Additional D&RGW logo centered at the top

K-1- Triple

W-A-Brake

COUPLER SHRANK 5 X 5

SINGLE POCKET DRAFT GEAR

METAL BRAKE BEAM

Since returning from this project I have received some better pictures from Bill Hiscox of these cars I'd be happy to share with someone.

Status of Project: More information needs to be added to the stock car and box car.

Project 0740 – Wood Preservative Treatment

Objective: To spray various cars and structural items with a 50/50 mix of mineral spirits and burnt linseed oil.

Team Leader, Session D & E: Spero Bettalico

Team Members, Session E: Charles Joerg & Philip Kuhl

Work Accomplished, Session D: A wood preservative treatment made up of 50% mineral spirits and 50% burnt linseed oil was applied to the following cars: Flat Cars 6314, 6544, 6649, 6708, 6746 & 6755.

Structural items painted: Sand storage bin be the Coal Tipple, the Rio Chama Trestle walkway and the complete deck of the Chama Depot.



TL Spero Bettalico spraying the Chama Depot platform.

Session E - Treated the inside wood with two coats of 5% thinner and 50% burnt linseed oil on the following railroad cars. High side Gondola's numbers 727, 791, 811 & 9558.

Status of Project: Completed at this point.

Project 0750 – Milepost & Whistle Board Maintenance

Objective: Paint all signage and replace as needed.

Team Leader, Session C: Jim Gross

Team Leader, Session D: Bob Ross

Team Members, Session C: Paul Davenport, Mike Mahoney, Terry Woolsey & John Mitchell

Team Members, Session D: Bob Hawkins & Wayne Huddleston

Work Accomplished, Session C: Painted 3 Mile Posts. Painted 2 Whistle Boards. Touched-up 1 Mile Post. Touched-up 6 Whistle boards. Installed 10 New Bridge Numbers. Replaced 1 Mile Post. Painted 1 "40 Car Sign. Straightened 1 Speed Sign. Puttied holes in Mile Post 284 made by shotgun holes. It needs painting. Painted 3 signs on the Chama Station Platform.



TL Jim Gross talks to Terry Woolsey as other members listen.



Terry Woolsey working on the “Baggage” sign for the Chama Depot.

Work Accomplished, Session D: Painted: 7 Whistle Boards, 5 Mile Posts, 1 Station Sign and Chama Depot Baggage Sign. Replaced 1 Whistle Board. Fabricated, painted and assembled future Lava Station sign. Straightened 1 Metal Whistle Post and 1 Wooden Whistle Post.



“Warning” sign had been painted, lettered and hung back in its place.



Bob Hawkins and Wayne Huddleston install repainted and lettered “Baggage” sign.

Status of Project: This is an annual project.

Project 0760 – Chama Station Repairs (glass, doors & casings)

Objective:

Team Leader, Session A: Frank Smucker

Team Leader, Session E: Spero Bettalico

Team Member, Session A: Ed Holowinko

Team Members, Session E: Charles Joerg & Philip Kuhl

Work Accomplished: DAY ONE Monday 21 May 2012

- Team met at the Chama Station at 8:00 AM on Monday 21 May 2012 with all members present.
- Team members did their own introductions but most knew each other from past Work Sessions.
- Clyde Putnam (Project 780) did a short safety reminder of safety rules, sun, altitude, dehydration warnings.
- Carol Mackey discussed lunch plans and location in the Wood Shop.
- Frank explained the project.
- Ed and Frank surveyed the Bay windows and door casings which needed work.
- It was determined that the metal frames should be removed and taken to a glass company to order and install tempered glass for safety reasons.
- After consulting with Ed Lowrance, a call was made to Pagosa Springs Glass Co and it was found that the glass would have to be ordered so it was felt best to take the frames there so they would have the correct measurements and be able to order the glass as soon as possible which might not be until Friday, 25 May 2012.
- Ed began removing the frames and repairing the glazing on the exterior of the station windows.
- After lunch break, Ed and John Altshool drove to Pagosa Springs Glass Co in the Friends Ford pickup truck with the window frames which they left there. They were able to return by about 3:15 pm
- Ed was informed that it might take until Friday, 25 May for them to get the glass even if their supplier had the glass in stock.
- With Monday 28 May being a holiday, the window might be ready to be picked up some time during the B Work Session.
- Ed joined the 1182 team for dinner at Patsy's that evening.

DAY TWO Tuesday 22 May 2012

- Ed was at the station ready for work before 8:00 am.
- He continued to chalk the exterior of the station bay windows and station north end. After Spero got D&RGW brown paint, stain and sealer, Ed painted all the chalked windows and trim needing paint.
- Ed also continued staining and sealing the planks being installed for Project 1182.
- Ed painted the station north end bench.

DAY THREE Wednesday 23 May 2012

- Ed worked with Project 1182.

DAY FOUR Thursday 24 May 2012

- Ed worked with Project 1182.



Ed Holowinko stains a new board while Dr. Druby Herbert, Dr. Alan Robson and Ron Lira work on removing planks that need to be replaced. **NOTE:** The glass was received and John Eng installed it on Saturday after Session D.

Session E: Treated the inside wood with two coats of 50% thinners and 50% linseed oil on the follow railroad cars: High Side Gondolas # 727, 792, 822 & 9558

We were unable to treat the hand rail on the Lobato trestle due to access problems. All work was completed by the end of Monday Aug. 6, 2012, therefore Charles Joerg was reassigned to project 1168 Aug 7th and Philip Kuhl was reassigned to project 1122 Aug 7th.

Status of Project: Completed

Project 0770 – Project Discovery

Objective: To look for future projects for the Project Committee.

Team Leader, Session A & B: Ed Lowrance

Team Leader, Session C: Bob Ross

Team Leader, Session D: Bill Lock

Team Leader, Session E & F: John Engs

Work Accomplished: *NOTE:* Nothing 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 0780 – Maintenance of Wheels, Brakes & Safety Appliances

Objective: Chama Bettendorf trucks delivered to Antonito. All framed tankers on Archbar trucks. Improve triple valve test rig inside the Brake Appliance Test Facility. (This might be a repaired version of the existing rig in the oil house, or one totally new). Make the Brake Appliance Test Facility available for use.

Team Leader, Session A, C & E: Clyde Putman

Team Member, Session A: David Ley

Team Members, Session C:

Team Members, Session E: Hardy Cruise, Chuck Dueker, Jim McGee, Daniel E. McGunegle
Guy E. McGunegle & Rich Tower

Work Accomplished, Session A:

- Brake tests and repairs as possible on 04426, 04407, 3669, 3014, 5553
- Inspect underside hoses on 04426 and 04407 and design replacements as needed (to be installed in session "C")
- Reinstall brake rigging and brake test on UTLX 13168
- Strategize truck swaps for unlettered Sheep dip track tanker, UTLX 12962, UTLX 12739
- Examine boxcar 3570 which has a mismatched truck. Consider stealing correct truck from P-box 213 which Alan considers a donor. If all is go, get permission. This would get another boxcar on the road.
- Strategize Brake Appliance Repair Facility work.
- Complete design of triple valve test rig.
- Maybe we can load the Chama Bettendorf's to ship to Antonito.

Session C: Clyde and 6 (2 to work on Brake Appliance Repair Facility, 4 to work on trucks)

B.A.R.F.:

- Install pigeonholes from woodshop, install wall with locking door, install lockable shutters on the inside of windows, paint. Install triple valve test rig.

Trucks:

- Load Antonito Bettendorf trucks if still in Chama
- Install Archbar trucks on Sheep dip tanker, UTLX 12962, UTLX 12739



Bettendorf trucks have been removed.



Archbar trucks installed on both ends. 65

Attempt repair on UTLX 12757 (high coupler)

Brakes:

Work as needed for cars not road able from "A" and other requests from the RR and Friends. Clyde and ?? (I am guessing 2)

Complete work not done in A and E

Session E: Over the course of the week the team inspected and repaired over 30 cars for brake, bearing and safety concerns. We replaced a broken air filter on the blue "pontoon" air compressor, replaced stirrups on one boxcar, built new handbrake platforms for 2 boxcars, replaced brake shoes on a couple of cars, installed bearings on one boxcar that was on wood, rebuilt 3 triple valves for cars that had triple valve issues. The team worked extremely well together. Rich, Dan and Guy took over the platform building and did a super job. Chuck and Jim took over the stirrup replacement work and did most of the brake testing and adjustments. Both of these jobs were way larger than I had expected. Hardy was SUPER helpful as he moved between the two crews.

Attached, please find an excel sheet that shows the specifics on what cars we touched and repaired.

Gon	1232	South Yard		Bad order	No triple valve
Box	3331	South Yard		Bad Order	Bad roofwalk, Bad triple valve
Box	3422	Swamp		Bad Order	Missing grab iron, missing brake shoes, bad roofwalk
Box	3570	South Yard		Bad Order	Wrong truck on one end so no side bearing support
Stock	5691	South Yard		Bad Order	Roof too far gone for grabiron reinforcement
Tank	12739	Ready Track (moving to Oil Dock)		Bad Order	Drawbar Springs missing
Tank	12757	Oil loading Dock		Bad Order	High couple, missing brake linkage
Drop Bottom Gon	859	South Yard		OK	
Gon	1159	South Yard		OK	
Box	1534	South Yard		OK	
Pipe	1557	South Yard		OK	
Pipe	1648	South Yard		OK	
Box	3014	Ready Track		OK	A end stirrup replaced. Bearings check and oiled.
Box	3073	South Yard		OK	
Box	3090	Swamp		OK	Braking platforms replaced. Full of locomotive parts so HEAVY. Bearings checked.
Box	3125	Swamp		OK	Braking platforms replaced. 2 wood bearing replaced. Triple Valve repaired. Full of telegraph parts.
Box	3592	South Yard		OK	
Box	3593	South Yard		OK	
Cable Car	04426	South Yard		OK	Full of Derrick parts, HEAVY.
Stock	5549	North Yard		OK	On Engineers School train, not checked but presumed OK
Stock	5674	South Yard		OK	Replaced 2 brake shoes
Stock	5706	South Yard		OK	Brake hose is sketchy
Stock	5841	South Yard		OK	Brake hose is sketchy

Flat	6200	Swamp	OK	Loaded with display trucks, need to be chained prior to use. Bearings checked.
Flat	6214	North Yard	OK	On Engineers School train, not checked but presumed OK
Pipe	6314	South Yard	OK	
Pipe	6708	South Yard	OK	
Pipe	6746	South Yard	OK	Needs A-end gladhand seal
Pipe	6755	South Yard	OK	
Tank	12918	Oil Loading Dock	OK	
Tank	13168	Oil Loading Dock	OK	
Stock	5600	South Yard	OK	Needs "A" end gladhand seal
Drop Bottom Gon	724	South Yard	OK with possible repair	A end grabiron broken
Drop Bottom Gon	764	South Yard	OK with possible repair	Brake pipe not affixed to car.
Drop Bottom Gon	774	South Yard	OK with repair	One top siding board is very loose should be removed or secured
Box	1456	South Yard	OK with repair	Clogged retainer line
Stock	5553	Sheep Dip Track	OK with repair	Friends to reinforce roof grab irons during "F". Triple repaired during "E". Bearings checked and oiled

Status of Project: This is a continuing project.

Project 0790 – Sheep Pen & Railroad Property Mowing

Objective: Make the property look well-kept and inviting.

Team Leader, Session D: Len Jones

Work Accomplished: *NOTE:* Bush hog was damaged and unable to be used so nothing was done on this project during the work sessions in 2012.

Comments and/or Complaints, if any:

Status of Project: Not completed - Should be scheduled for 2013