

## **Job 720 - Chama Freight Car Painting**

**Objective:** To paint the Chama Coal Tipple House, Sand House, Small Fire Shed and 3 High Value Cars (HVC).

**Team Leader, Session F:** Don Stewart

**Team Members, Session F:** Richard Dick, Bill Feldman, Margrethe Feldman, Lance Godfrey & George Pearce



Painting Team was: Lance Godfrey, Richard Dick, Don Stewart (TL), Margrethe Feldman & Bill Feldman.

### **Work Accomplished:**

Structures and Passenger cars painted:

- Chama Coaling Tipple (Project 1017) lower structure was painted on Wednesday, August 10, 2011.
- Chama Sand House structure was primed and painted on Wednesday, August 10, 2011.
- The small Fire Shed was primed and painted on Wednesday, August 10, 2011.
- The RPO Car #62 (Project 1004) was primed at the request of Don Bayer.
- Three High Value Cars (HVC) (that were plywood covered) were painted in a gray Latex on Tuesday, August 9, 2011. These are cars 0452, 0292 and 065 (from south to north) at the Gramps oil facility.
- The interior of the Car Body Shed just south of the Log Bunkhouse was painted white on the eastern side. This task was added during the F Session. It was painted using rollers and latex paint after scraping the walls and roof. Two coats were applied to cover the previous light green paint and the two areas where the walls had burned.



**Chama Coaling Tipple (Project 1017) Lower Housing structure** – This was painted Boxcar Red overall to match the back of the building painted last year. The new boards to be painted were primed with white oil based primer and applied to the tipple house prior to painting with Boxcar Red paint.



The Chama Coal Tipple house siding was primed and installed prior to painting. This was finished on Tuesday, August 9, 2011 and the structure painted the next day.



The Chama Coaling Tipple house was painted Boxcar Red with Latex paint on Wednesday, August 10, 2011.



**Chama Sand House** – This was primed on Monday, August 8, 2011 and painted on Wednesday.



The Chama Sand House was scraped on Monday (8/8/2011) morning and primed that afternoon.



The Chama Sand House was primed on Monday, August 8, 2011.





Finish coat of Latex Boxcar Red was applied on Wednesday, August 10, 2011. The right lower corner of the roofing was missing. The paint crew replaced the roofing before applying the final coat of paint at the request of the Site Leader.

Note that the air tank on the north end of the Sand House was removed to accommodate the installation of lightning rods on the Coal Tipple. The tank was painted also. It currently resides near the wood storage container just north of the wood shop.



The Sand House air tank and stand were also painted Boxcar Red. It should be replaced just north of the Sand House when the work on the Coal Tipple is completed.

**Small Fire Shed** – This was primed on Monday and painted on Wednesday morning. It was primed with the standard oil based primer used for the cars and structures of the railroad. The final coat was Latex Poinsettia Red (it was the closest we could get to bright red).





The small fire shed was painted bright red on Wednesday, August 10, 2011.

**Railway Post Office (RPO) car #62 (Project 1004)** – This car was primed on the B end on Tuesday, August 9, 2011 (B end) and on Wednesday (A end). The primer coat was very thin. Another primer coat will be applied in 2012.



RPO #62 was primed with a thinned primer on August 9 and 10. Another primer coat will be applied in 2012.



**High Value Cars (HVC) #0452, 0292, 065** – These cars were covered in plywood in an earlier session in 2011. A coat of gray Latex paint was applied to provide a weather barrier over the 2011/2012 winter months.



The plywood covered HVCs were covered in a coat of gray Latex paint to provide a weather barrier over the 2011/2012 winter months.

**Car Body Shed just south of the Log Bunkhouse** – This was scraped on Thursday morning and painted in the afternoon. Two coats of Latex white paint were applied using a roller. Touch-up was accomplished with brushes. The paint was applied on August 11, 2011.



The interior of the Car Body Shed was scraped (including two locations where the walls were burned).



Two coats of white latex paint were applied to the interior of the Car Body Shed.

**Recommendations:** The following paint projects should be worked on during the 2012 Work Sessions:

**Work Session B:**

- Paint locomotive #494 in Antonito
- Paint the current kitchen car (Box car #3591). This was painted with latex primer and paint in 2005 with a brush. The paint is peeling off the car.
- Paint car #3484 along with the kitchen car. Its paint is also peeling. Its paint history is unknown.
- Paint the Museum car #3244. It was last painted in August 2007. The car was rebuilt in 2006 and the exterior may have been “preserved” with Linseed oil then.
- Paint the Concession car #3533. It was painted at the same time as the museum car and is suffering from paint peeling off as well.

**Work Session D and/or F**

- Paint box car #3669 after the siding has been replaced.
- Paint the two long Reefers #163 and 169.
- The RPO should be ready for another coat of primer in late 2012.
- Inspect the gray paint on the plywood covered cars and determine if another coat of paint is needed.

**Project Status:** This should be kept open as new paint requirements are determined each year. (This has been an annual project.)



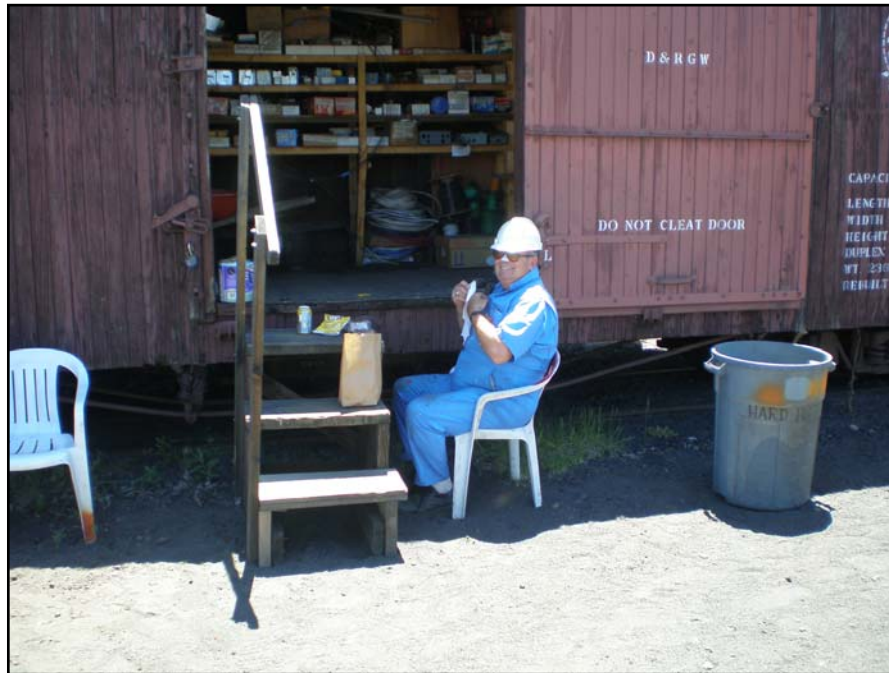
## Job 0730 – Chama Freight Car Lettering

**Objective:** Letter previously repainted railroad cars.

**Team Leader, Session C:** Dick Caldwell

**Team Members, Session C:** Maryruth Duncan, Cathy Kenny, Craig Kumler, Robin Kumler & Ann Woolsey

**Work Accomplished:** Lettered Box Car #3592, MOW Cable Car #04426 and Short Reefer #55. As requested the Short Reefer #55 was lettered in two different eras, the Flying Rio Grande and the late 1930's Herald.



Team Leader Dick Caldwell having lunch.



Box Car #3592



MOW Cable Car #04426





Flying “Rio Grande” era



1930's Era Herald

**Project Status:** This is a continuing yearly project.

## **Job 0750 – Mile Post & Whistle Board Maintenance**

**Objective:** Annual maintenance of mile posts, whistle boards and other informational signs for the railroad crews. 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, John A McKean & Terry Woolsey

**Team Members, Session D:** John Mitchell

**Work Accomplished: Session C:** 2 Milepost were reset.

7 Mileposts were painted or touched up.

7 Whistle Boards were painted or touched up.

2 Mileposts were painted to the 1880 style B (O#M).

3 State Line signs were painted.

1 Los Pinos Station sign was reset.

1 Cresco Station sign was touched up.

1 Tall Flanger sign was painted.



Terry Woolsey and Team Leader  
Painting a “State Line” sign at  
MP335.28.



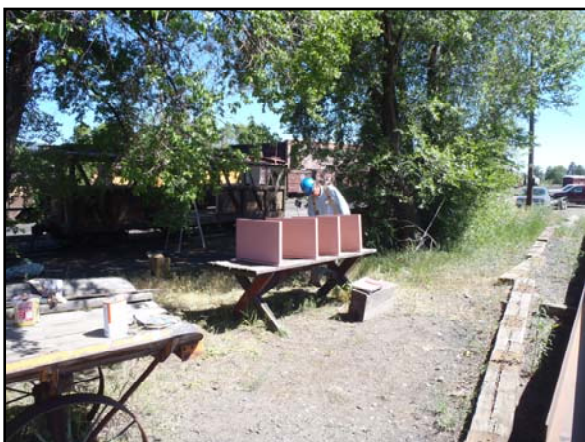
Terry Woolsey and John A. McKean  
raising a tall flanger sign at MP 335.02.





Terry Woolsey, Mike Mahoney, Team Leader Jim Gross, John McKean & Paul Davenport.

**Session D:** Reset 3 fallen Whistle Boards.  
 Painted 13 Whistle Boards.  
 Painted 7 Mile Posts.  
 Painted 1 State Line Sign.  
 Primed and painted 5 DR&RG Property Sign Boards.  
 Primed 2 Depot Signs.



Team Leader Bob Ross priming:  
 DR&RG Property Sign Boards.



Team Leader Bob Ross and John Mitchell  
 storing signs to be installed in 2012.

**Project Status:** This is an annual project.

## **Job 0760 Miscellaneous Structural Repairs & Painting**

**Objective:** Correct safety concern by construct landing at foot of stairs for fastener car. This will involved “building” a small landing at the foot of the stairs to make it easier to take the first step up to the car. The simple plan was to use 4” x 6” x 4’ timbers and install them between the rails at the foot of the short stairs.

**Team Leader:** Wayne Huddleston

**Team Member:** Bob Hawkins

**Work Performed:** The current stairs had a fairly large “first step” which began between a set of rails in front of the car. To reduce the height of that first step and to eliminate the potential for tripping over the rail a small 3’ x 4’ “landing” at the base of the stairs was constructed. Two 4” x 6” x 4’ beams on the ties between the rails at the base of the stairs.



Wooden platform installed between the track for safety.

We first had to find and cut suitable surplus wood for the project. Once this was done the wood was brought over to the car and carefully set between the rails. Each of the beams was secured to the ties using lag screws to ensure that they stayed in place whenever someone stepped on the landing.

**Project Completed**



## **Job 0760 Miscellaneous Structural Repairs & Painting**

**Objective:** To eliminate a safety concern of a trip hazard in the walkway between the fastener and paint boxcars. A 3-inch plastic conduit that was abandon is protruding a few inches from the ground level in the walkway. A hole will be dug down around the plastic pipe depth enough to permit room to cut off the conduit below grade.

**Team Leader:** Wayne Huddleston

**Team Member:** Bob Hawkins

**Work Accomplished:** To remove the unused electric conduit that is sticking up above the ground a hole was dug down about 1 foot around the conduit so that it could be cut off below the ground level. Bob used an electric powered cutoff tool to cut through the conduit about 3” below the surface and then back-filled the hole thus eliminating the hazard.

**Project Completed**

## **Job 0760 Miscellaneous Structural Repairs and Painting**

**Objective:** Cut fence posts from scrap power poles. Cut poles to 6-foot length and deliver to stock pens.

**Team Leader:** Wayne Huddleston

**Team Member:** Bob Hawkins

**Work Accomplished:** Assisted Jim Sublett and Len Jones in cutting 16 each 6-foot posts from old power poles at the NORA storage facility. These posts will be used for rebuilding the fence at the back of the stock pens. We met two NORA crew members who used their lift truck to remove several power poles from the stack of surplus poles. Len Jones used a chain saw to cut the poles into 6' lengths which we loaded in the Friends' pickup truck. After leaving the NORA facility we drove over to the stock pens and unloaded the poles pieces where the work was going to be performed.

**Project Completed.**



## **Job 0780 – Maintenance of Wheels, Brakes & Safety Appliances**

**Team Leader, Session C & D:** Art Randall

**Team Members, Session C:** Clyde Putman & Ronald Schaefer

**Team Members, Session D:** Chuck Dueker & Clyde Putman

**Objective:** Improve storage for “Montana” Archbar trucks. Repair and adjust brake systems as needed.

**Work Accomplished:** 60 feet of track laid in the swamp and the “Montana” Archbar trucks were moved off the damp ground onto the new track. Trucks inspected for missing or broken parts. Several side bearings were repaired. Car #801 slow brake release problem solved by cleaning retainer valve.



Clyde Putman, Team Leader Art Randall  
Ronald Schaefer lay track.



“Montana” Archbar trucks on newly  
laid track.

**Team Leader, Session E:** Clyde Putman

**Team Members, Session E:** Hardy Cruse, John Ferrell, Larry Ferrell & Seth Thomas

**Objective:** Remove Bettendorf trucks from framed tank cars 13168 and 12752. Install “Montana” Archbar trucks on these two cars. Ship Bettendorf Trucks to Antonito via train.

**Work Accomplished:** Brake rigging removed from 13168 and 12752. “B” end trucks exchanged. One set of Bettendorf’s were loaded onto flat #6200 and shipped to Antonito via train. One set of Bettendorf’s are still in Chama and need to be shipped to Antonito. New brake workshop space in North Yard car body cleaned out and power washed.

Reefer 169 retainer line replaced.

Stock 5841 retainer line cleaned.



Bettendorf trucks being secured to flat car #6544



On the way to Antonito.

**Session F:** Chris Trunk and Hardy Cruse switch the “A” end trucks on both cars. They remain in Chama and need to be shipped to Antonito.



Archbar trucks have replaced the Bettendorf trucks on UTLX 13168

**Project Status:** This should be an annual project.



## **Job 0790 Chama Stockyards Fence Repair - 344.500**

**Objective:** To plan and estimate materials, gather all needed supplies, prepare work site and supervise work of volunteer LDS work group on Saturday, August 6, 2011

**Team Leader, Session E & F:** Jim Sublett

**Team Member, Session E & F:** Len Jones

**Work Accomplished: Planning stage:** As of August 5th all side boards and cap board material was delivered to the worksite, one half of the posts were on site. The fence line was weeded to about 4 feet on both sides of the fence. All site equipment anticipated was collected and stored. Stored work supplies included a generator, 2 chop saws, work benches for chop saws, first aid kit, 4 extension cords, 6 nail aprons, 6 carpenter pencils, 2 drills, string line, lever (string lever), framing square, nails and circular saw.

**Work Accomplished:** Several e-mails were sent to the team leader requesting his report – none was received.

**Project Status: Not Completed** – No follow up information was received from the team leader.

## Job 1000 – Landscaping Antonito CRF

**Objective:** Establish landscaping as needed around the Antonito Car Repair Facility (CRF).

**Team Leader, Session A & B:** Naomi Sublett

**Team Members, Session A & B:** (All were intermittent.) Skip Hillegas, Michelle Meaders (Session A only), Warren Ringer, Marshall Smith & Robert Turner

**Work Accomplished:** During Sessions A & B, the Landscaping team focused its efforts on improving the external area on the east side of the Car Restoration Facility (CRF). Several planting areas were delineated by placement of railroad ties. The team dug channels so the ties could be vertically erected. They also cleared the substantial weed growth around the CRF.



Once the planting areas were created, the team mixed the soil with 24 bags of Miracle Gro and planted shrubs suitable for the cold and very arid climate of the San Luis Valley. The plants chosen include Gray Cotoneaster, Blue Star Juniper and Tam Juniper. These were donated by the Team Leader, as were the soil amendments.



Miracle-Gro stored inside CRF at night.





The Team Leader has collected some railroad memorabilia to highlight the planters featuring shrubs. She has also installed landscape cloth which will be covered with rocks or other decorative material. Three evergreen trees were planted on the northeast corner of the CRF.



Pictures of newly planted evergreen trees



Picture's at the end of Session F in August.

**Project Status:** Landscaping is an annual project.

## Job 1003 – Cook Car 053 Restoration

**Objective:** To continue the restoration of Cook Car 053.

**Team Leader, Session C & D:** Michael O'Nele

**Team Member, Session B:** Some members from the 1121 team that finished up in Session A worked on 053 during Session B.

**Team Member, Session D:** Jim Foley & Warren Ringer

**Work Accomplished: Session B:** The work on the cook car consisted of two basic efforts: roof and spacers in the sides. The roof work was fairly straightforward -- the tin was removed so the bad wood in the roof could be removed. The work on the sides was more complicated. A lot of the intermediate and other spacers had to be removed, replaced, straightened, and generally reworked since they didn't lie in a smooth vertical or longitudinal plane. Without this fix, the siding would have looked lousy at best and would have been quite difficult to even install. Additionally, a fair bit of work was done on making the windows sound and watertight.



Roof tin in the process of being removed.



A pile of removed roof tin.



Rotten wood under the tin has been removed.



Spacers being worked on.

**Session C:** Replaced approximately 8 foot chunk of the outside sill (A end of Car) with new laminated beam. This involved prying the upper portion of the car loose (i.e. raising the tenons above the mortises) this was accomplished with a 20 ton hydraulic jack. This was required as the new section of beam was to span the steel bolster. The new sill piece was epoxied in place, end



sill was repaired at mortises, and outer gaps were filled with epoxy putty. New sticking was made to support siding.

Other work performed: Made new crank for drill press table. Modified and installed damper for stove in station at Osier. Cleaned up and moved old paint.



Layout of sill replacement.



Jacking up side of car to release tenons.



Sill section out.



New sill section in, end sill repaired, epoxy



New sticking for siding in.

**Session D:** Michael replaced the jam and casing for the window in the former side door and repaired the window with epoxy. It will need new glass (plate) and new beading to hold the glass in place. Michael then continued on to replacing the rotted carlines that had been removed during sessions A&B. He found more rotted beams and made replacements for them as well.

All carlines were installed except for 1 full width beam for the A end of the car, which still needs its inside edge chamfered. (no router bits at the CRF and the borrowed one had gone home) Lastly the center of the car was jacked up and prepared for a steel plate to be installed spanning an area with two repairs that have weakened the sill. The steel has been marked for drill, but not yet installed.

Jim and Warren made new jambs and casing for the four remaining windows. These windows had been previously replaced and were not level, square, or level to one another. The window guides were also not deep enough to accommodate the new siding that will be installed. These windows now have new sills, new jambs, new guides and some new interior casing.



Old windows removed, note sill at differing heights.



New windows installed with new deeper guides



New casing on the interior.



New carlines installed.





Area to be reinforced with steel on inside of sill.

**Project Status:** Future work needed on 053:

- 1) Chamfer and install last carline.
- 2) Finish window moldings, install tempered glass.
- 3) Steel plate and side sill
- 4) Install roof T&G, decide on roofing material
- 5) Begin working on clear story windows (all need tempered glass)
- 6) Fix A end window (frame was not properly joined and parts spin like propellers)
- 7) install last bracket on replacement sill (A end, under and behind) (was not installed on previous repair)
- 8) Refurbish steps (the steps that were built in the 90's are falling apart due to no maintenance)
- 9) Clean interior
- 10) Install new siding (after it gets primed)

## **Job 1004 – Restore RPO X54 as RPO 54**

**Objective:** Continue the restoration of car RPO 54 in the circa 1940 configuration.

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

**Team Members, Session C:** Norval Alliston, John Altshool, Todd Frazier, Rob Reib & Don Storm

**Team Members, Session D:** John Altshool, Todd Frazier & Fred Kuhns

**Team Members, Session E:** Vance Behr, Bill Jacobs, Barry Morris, John Pierce, Kevin Sherrow and Wayne Shirley

**Team Members, Session F:** John A Berges, Tim Bristow & Barry Morris

### **Work Accomplished during Sessions C, D, E & F.**

Cut and assemble 6 exterior window frames. (Red oak)

Realign car for siding and end sill installation.

Remove clerestory roof sheathing and old rafters.

Cut new clerestory rafters (fir) and installed.

Cut and installed clerestory sheathing. (3/4 x 3 T&G cedar)



Sanding off the high spots of the blocking so the outside sheathing will fit flat and straight.



Mostly new roof rafters and new 3/4 x 3 tongue and groove roof sheathing installed during the June Sessions.



Disassembled brake cylinder to determine condition.  
 Removed hardware from X065 that was missing for installation on RPO 54.  
 Installed right and left Baggage and RPO steps.  
 Repaired A&B end siding damage with epoxy.  
 Cut and installed inside end sill B end. (White oak)  
 Cut and installed 2 B end vertical rods.  
 Scraped old paint off A&B ends.  
 Cleaned and installed grab irons Right & Left side.  
 Cut and installed A&B end sills. (White oak)  
 Installed A&B end drawbar hangers and adjusted drawbar height.  
 Manufactured and installed end sill striker shaft.  
 Cut and installed striker plate shaft support. (Steel)  
 Installed 2 hand brake fulcrums A&B end.  
 Installed 4 corner stirrups.  
 Installed 4 cut levers A&B end.  
 Installed air hose cap and hanger B end.  
 Prepare structure for siding by sanding warped high spots.  
 Cut exterior siding boards to length with 15 degree angle on bottom.  
 Paint with primer back side of exterior siding.



Don Storm cutting exterior siding.



Painting with primer inside surface of exterior siding.

Cut and installed exterior siding to close off door on B end.  
 Installed exterior siding Right & Left side. (3/4 x 2in T&G Cedar)  
 Installed 6 exterior window frames.  
 Cut and installed interior siding. (3/4 x 3in T&G pine)  
 Cut and installed interior ceiling. (3/4 x 2in T&G pine)  
 Installed interior RPO grab Irons.  
 Paint with oil based primer exterior of car.  
 Cover and prepare car for winter.



First window installed.



Left side.



End sill crew John Pierce, Vance Behr & Wayne Shirley. B end.



Exterior siding and interior sheathing crew.  
Kevin Sherrow & Barry Morris



Don Stewart's and the paint crew team  
members prime the right side of the car.





Right side primed.



Left side primed.



End sill B end installed.



Session F crew - John Berges, Tim Bristow & Barry Morris.



Interior B end – RPO end.



Interior A end – Baggage end.

**Project Status:** Car is now about 90% complete. Depending on material and worker availability I would guess 1 more year to finish the car and another year for the interior.