

## Job 1121 - Rider Gondola Refurbishment

**Objective:** Refurbish the Antonito Rider Gondola for the railroad.

**Team Leader, Session A & B:** Tim Bristow

**Team Members, Session A:** Phil Ahlstrand, George Davies, Chuck Dueker, Robert Hey, David Ley, Jim McGee, Don Meaders, Raymond Richards, Dave Traudt & Rod Whelan. Fuzzy Anstine, Joe Kanocz and Rob Reib also worked with us most days as their other duties allowed.

**Team Members, Session B:** Phil Ahlstrand, Fred Bischoff, David Lee, Carl Olson, Barry Reese & Dave Traudt

**Work Accomplished:** This project was schedule for the full two-week period encompassing both Work Sessions "A" & "B". This team consisted of many energetic and very efficient self-starters who managed the impossible – the project was finished and the car rolled out of the CRF in five days (even after the railroad added to the scope more than once)! Many, many thanks all 'round!

The goal of this project was to finish the complete rebuild of this car for use in regular passenger service. The operator began the rebuild by removing all wood and the steel structure of the car sides. They replaced the side steel structure with new material, checked/repaired all the mechanical components, and did whatever other repairs were needed.



Car at the beginning of the work session.



Team discussing how to start flooring.



First two TREX boards being bolted down.

Our tasks were to install new flooring, side planking inside the car sides, and rebuild the exterior car sides. The flooring and inside planking are now built of TREX and the outside is vertical siding similar to a traditional box car. Since all the structural elements of the car are steel, every connection had to be through-bolted. This necessitated a lot of drilling through steel. The exterior car siding was screwed into lumber "nailers" or cleats which were through-bolted to the steel upright elements earlier.



Flooring well underway.



Flooring almost completed.



Nailers have been installed.



Inside planking well underway.



The siding was primed prior to installation.



Siding installed. All tongues were painted prior to installation.



Finishing the project consisted of reattaching the ends of the car (metal structures/gratings in each corner), the two hinged gang planks, all grab irons, priming and finish painting of all wood. All of the priming (with oil-based primer) was done prior to hanging the siding. Additionally, all of the tongues of the siding were finish painted before hanging so that stripes would not appear as the wood shrinks. Finish painting consisted of three coats of acrylic paint of the railroad's choosing.



Car after 3 coats of acrylic paint.



Team Leader Tim Bristow sets the brake. This completed the two week project that was completed in just 5 days. It was a truly UNBELIEVABLE effort by the team.

**Project Status: Completed**

## Job 1122 - Repair of Car 3669

**Objective:** Original objective was to rebuild car #3669.

**Team Leader, Session E:** Tim Bristow

**Team Members, Session E:** George Davies, George Detwiler & Linda King

**Work Accomplished:** Our project was shortened to just Session "E". Because of this and having only four members, we limited our work to replacing the roof walks of 2 boxcars: #3669 and #3592. The roof walk of #3669 was the only part of the car which had not been renewed (the car was repainted and lettered near the end of the 2010 work session "F"). And, we decided to work on only the roof walk of #3592 since there wasn't time or materials to fully remove and replace all of the siding and hardware. Failure to finish would have meant the car being left open and exposed to the elements until at least next May.

Specifically, we replaced all the boards (including priming and finish painting all surfaces), rebedded the roof support brackets, and replaced some of the fasteners while reusing many of the existing fasteners.



Roof walks being removed from #3592 and #3669.



Team Leader Tim Bristow unloads siding. The wood was not beveled as ordered creating a huge problem.



Linda King priming roof walk lumber.



Team Leader Tim Bristow prepares to cut off roof walk boards.





Excess roof walk being cut off by Team Leader Tim Bristow.



New primed roof walk on car #3592  
Still needs a final coat of paint.

**Project Status: Not Completed.** The following was part of an e-mail sent to John Engs and Ed Lowrance July 2, 2011 by Team Leader Bristow and should provide information for more work on these cars either in 2012 or later.: "I think we should start on #3669. All hardware and siding will have to be removed from the sides and ends. Accordingly, we will need enough siding for the entire car including the ends. Given a length of 30+ feet and a width of almost 8 feet, we'll need about 80 feet of siding with a vertical measurement of 8 feet. We'll need three roof walk lengths, 1 x 8 x 32, say 6 pieces of 1 x 8 x 16 feet or so to allow for staggered joints.

"To remove all the hardware, we'll need many blades for the reciprocating saw plus some grinder wheels.

"We'll also need nails to attach the siding and replacement bolts, nuts, washers, lock washers to reinstall the hardware.

"Solvent based primer and acrylic finish paint will allow complete primer coverage of all roof walk and siding components, as well as painting of the siding tongues to preclude the vertical striped siding look.

"My suggestion is to replace, prime, & paint **ONLY** the roof walk of #3669 this year since there is so much work to be done on #3592. Therefore, we'll also need the same amount of roof walk pieces as for #3669 - 6 pieces of 1 x 8 x 16.

"All of the above assumes enough volunteers to get this complete exterior rebuild of #3669 done in two weeks. If we have fewer volunteers, we'll scale back accordingly. Working alone or with only one person, I would suggest doing only the roof walk of #3669 and hoping #3592 can get done next time around."

## **Job 1129 – Osier Depot Repairs and Renovation - 318.380**

**Objective:** General repair Depot and Section House

**Team Leader, Session C:** Ted Norcross

**Team Members, Session C:** Fuzzy Anstine, Gene Balderston, Ron Carder, Maggie Karns, Bernadette Karns, Gabriel Karns, Emmanuel Lopez & David Randolph

### **Work Accomplished:**

Monday 6/13 Lopez and 3 Karns – Section House - Rebuild rear porch – 8 hrs. Balderston and Carder – Station – Repair broken window- 2 hrs. Polyurethane stair gate and install – 2 hrs. General maintenance and clean-up 4 hrs. Norcross – Prep and paint coal stove – 4 hrs. – Guidance and Paperwork 4 hrs. Anstine – Friends work Chama/ Antonito – 8 hrs.



Gabe, Maggie and Bernadette Karns help Emmanuel Lopez rebuild porch.

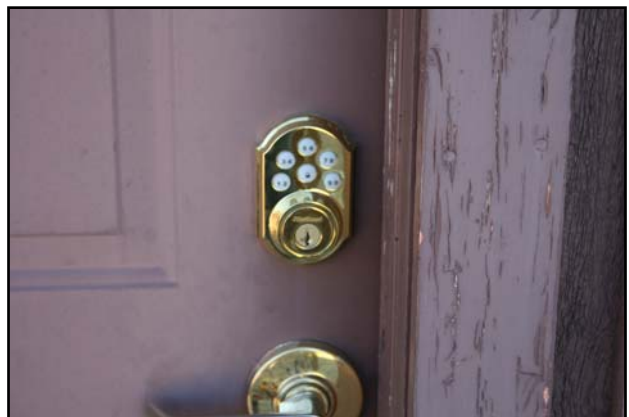


Finished back porch.

Tuesday 6/14 Lopez, 3 Karns – Section House -Continue porch rebuild – frame finished and ½ flooring – 8 hrs. Balderston and Carder – Station – Install electronic door lock – 2 hrs. Start installation coal stove- center concrete board base and first sections – 6 hrs. Norcross Help stove installation- 6 hrs. – Guidance and paperwork 2hrs. Anstine – size telephone poles in Chama for D session Work in Antonito – 8 hrs.



Ron Carder and Gene Balderston installing door lock.



Electronic lock finished on back door.

Wed. 6/25 Lopez, 3 Karns – Section House - Continue porch rebuild – flooring, steps, railing finished. 8 hrs. Balderston and Carder -Station – Continue stove installation – finished – 8 hrs. Norcross – stove and porch 6 hrs. Paperwork – 2 hrs. Anstine – finish sizing telephone poles and delivering to Antonito – 8 hrs.



Ron Carder installing stove base in the Depot.



Installation of stove completed.

Thurs. 6/16 Lopez, 3 Karns, Anstine – Section House - Trim and paint porch – start grounds clean-up - 8 hrs. Balderston and Carder –Station – Stove final trim and paint – start Station clean-up – 8hrs. Norcross - Draw plans for telegraph table (Gene Balderston will build) and general paperwork 4 hrs. Help with porch and station – 4 hrs.



A retired VP of Canadian National Railroad enjoying a tour of the Depot.



Gene Baldeston enjoying a break at the desk and letter box he built in previous years.

Friday 6/17 Lopez, Karns, Balderston, Carder, Norcross – Clean-up and secure site – 5 hrs. Anstine- Finish transportation of poles – 5 hrs.

**Project Status:** Completed except Ted Norcross said there will always be a few things to do. We will also need to install the Plexiglas dividers, if they are approved, plus the table. These small jobs show why we need a floating crew working for everyone as needed on the Antonito side.



## **Job 1146 – (MT) Repair A3 Roof**

**Objective:** To repair A3 roof.

**Team Leader:** Russ Hanscom

**Team Members:** Chuck Duecker, Art Randall & Tarry Ranhe

**Work Accomplished:** The roof on A3 was badly deteriorated in several locations giving water free access to the interior. The roof had almost two dozen penetrations which made achieving a water tight roof difficult. We started by peeling off all of the old roofing that would come off easily; this included numerous previous patches made with roofing, tar, metal, and so forth. It was determined that a new roof could not be successfully applied to the existing surface, so the central roof was first overlaid with OSB screwed to the edges. All vents and piping penetrations that could be easily removed were, and many of the others were boxed over with wood so they would not penetrate the roof. About a dozen could not be removed, so they were roofed around and thoroughly sealed. The ends of the roof were originally covered with copper, which appeared to be in good condition so it was not disturbed.

The roof was first covered with a tear resistant felt substitute then 60lb rolled roofing material. All of the seams were sealed with roofing cement. Once the rolled material was in place, the roof was painted with silver roof coating. One small area on the top was left unpainted because we ran out of coating and the nearest coating was in Bozeman. The unpainted area was pointed out to the MHC with a request that they complete the job.

It took the better part of two weeks to complete the project.



Chuck Deuker working on the A-3 Roof –  
note the raised penetrations covers.



Chuck Deuker and Tarry Rahne putting  
rolled roofing on A-3





Russ Hanscom and Art Randall surveying the roof.

**Project Status: Completed**

**Job 1154 – Cumbres Snow Shed Repairs – 330.602**

**Objective:**

**Team Leader,** Mike Thode

**Team Members:**

**Work Accomplished:**

**NOTE:** At the time of the C work session Cumbres was the west bound terminus for the railroad so no work was done on the snow shed because of the extra railroad activity. Ted Smith

**Project Status:** Not Completed – May be rescheduled during 2012 work sessions.



## **Job 1160 - Antonito Display Car Painting**

**Objective:** To paint the display train in Antonito. If time was available the other locomotive (494) would be painted.

**Team Leader, Session A:** Jim Sublett

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

**Team Members, Session A:** Cathy Hillegas, Skip Hillegas & Tom Hiscox

**Team Members, Session B:** Richard Dick, Jill Reichard, Judith Rosenberger, Robert Rosenberger, Jim Sublett & Robert M. Turner



Session B Antonito display train paint team was: Bob Turner, Bob Rosenberger, Judy Rosenberger, Richard Dick, Jill Reichard, Don Stewart (TL), Jim Sublett.

### **Summary of Work on Job 1160 Accomplished:**

Display train loco and freight cars painted:

- D&RGW K-37 #495 was power washed in the A Session. It was scraped, primed and painted during the B Session
- D&RGW Stock Car #5747 was primed and painted.
- D&RGW Long Reefer #166 was primed and painted.
- D&RGW Box Car #3724 was primed and painted.
- D&RGW Long Stock #5995 newly built doors were primed and painted.
- D&RGW K-37 #494 was scraped, but not painted due to windy conditions.

The loco and all cars were located in Antonito along the entrance to the C&TS.

Note that the windy conditions greatly hampered the work and the team met at 7 AM on Thursday and 6 AM on Friday to minimize the effect of the wind.

The boxcar red paint seemed too faded for a new paint. It may have been taken as a paint chip from the car. The car has been out in the weather for a considerable time and thus much of the red pigment was gone. The color seemed too yellow. Spero Bettalico has a good color mix for the proper Rio Grande Freight Car Red. It has worked well and looked good for the last several years.

See Spero's paint report for the exact paint amounts used and the correct color pigments. Spero was again invaluable to the paint crew during this session. He has a knack for getting the right paint in the right place with the proper tools. In this case it allowed us to complete the work in spite of the high winds. Winds were in excess of 40 mph.

**D&RGW K-37 Locomotive #495** – This engine was primed and painted on Tuesday as the windy weather prevented earlier application. The black paint was applied Wednesday with the silver applied on Thursday morning. Final touch-ups of the black and silver completed the engine. It is now ready for lettering. It was previously lettered in the Flying Rio Grande scheme.

Locomotive #495 was scraped on Monday May 30, 2011. It had been pressure washed during Session A.



After priming on Tuesday, the locomotive was allowed to dry until Wednesday.





The locomotive was painted black on Wednesday. It was a windy day!



Final silver paint was applied and the locomotive finished on Thursday, June 2, 2011. It was another windy day!

D&RGW Stock Car #5747 – This car was primed on Tuesday and painted on Wednesday in Antonito. It is ready for lettering. It was lettered in the 1940's flying Rio Grande scheme.



Stock car #5747 was prepared during the A Session. A light scraping was all that was necessary for the primer application.



The stock car was primed on Tuesday, May 31, 2011.



Finish coat was applied on Wednesday, June 1, 2011. This car is ready for lettering.

**D&RGW Long Refrigerator #166** – This car was primed on Tuesday and not painted until Friday due to high winds. It is now ready for lettering. It had the “Royal Gorge/Moffat Tunnel” herald.





Final preparation of the Refrigerator car was completed during the A Session.



Reefer #166 was primed on Tuesday, May 31, 2011.





Reefer was painted on Friday June 3, 2011 and is ready for lettering.

**Box Car #3524** – This car was primed on Tuesday and finished on Friday as winds prevented the final coats from being applied until Friday morning (at 6:30 AM). It is now ready for lettering. It was painted in the “Royal Gorge/Moffat Tunnel” herald.



Boxcar #3524 had been prepared for painting during the 2001 a Session. A final scraping and cleanup was done on Monday, May 30, 2011.





Boxcar was primed on Tuesday, May 31, 2011.



Final finish was applied on Friday June 3, 2011. It is ready for lettering

**D&RGW Long Stock Car #5995** – The recently built doors were painted black.



**D&RGW K-37 #494** – This locomotive was scraped on Tuesday afternoon as the display train primer was drying. It should be painted soon.



**Recommendations:** The following paint projects should be worked on during the 2011 or 2012 Work Sessions:

- Paint locomotive #494 in Antonito
- Paint the current kitchen car (Box car #3591). This was sealed with linseed oil and then latex primer and paint were applied. The paint is peeling off the car. Linseed oil should never be used to seal a surface that is to be painted later. The paint will not adhere to the linseed oil, even the oil based primer. Box car #3605 also has this issue.
- Paint the small fire shed just north of the coal tipple bright red. The paint is peeling.
- Paint the coal tipple building structure brown. The paint is peeling and missing from some newly applied sheet metal. This may be a 2011 F Session as siding is planned to be added in the June Sessions.
- Paint the sand house structure brown. The paint is fading and not the same color in several areas.
- Paint the house at Cumbres. The paint is peeling on the south side and the smaller attached structures have little paint on them.
- The RPO may be ready for paint in late 2011 or in 2012.

**Project Status:** This should be kept open until locomotive #494 is painted.

**NOTE:** Team Leader Jim Sublett did not submit a report for Session A.