

Job 1161 - Trash Removal - Antonito

Objective: Clean-up a trash dumping site along the south side of the rail right-of-way about 1-1/2 miles from the Antonito station. The Railroad will provide a very large dumpster (skid type) for disposal of material needing to go to the landfill. Burnable materials will be stacked in a clear area for burning at a later date.

Team Leaders, Session A: John Engs and Bob McCain

Team Members: Twenty Friends volunteers from Session A and six Rio Arriba County road crew employees.

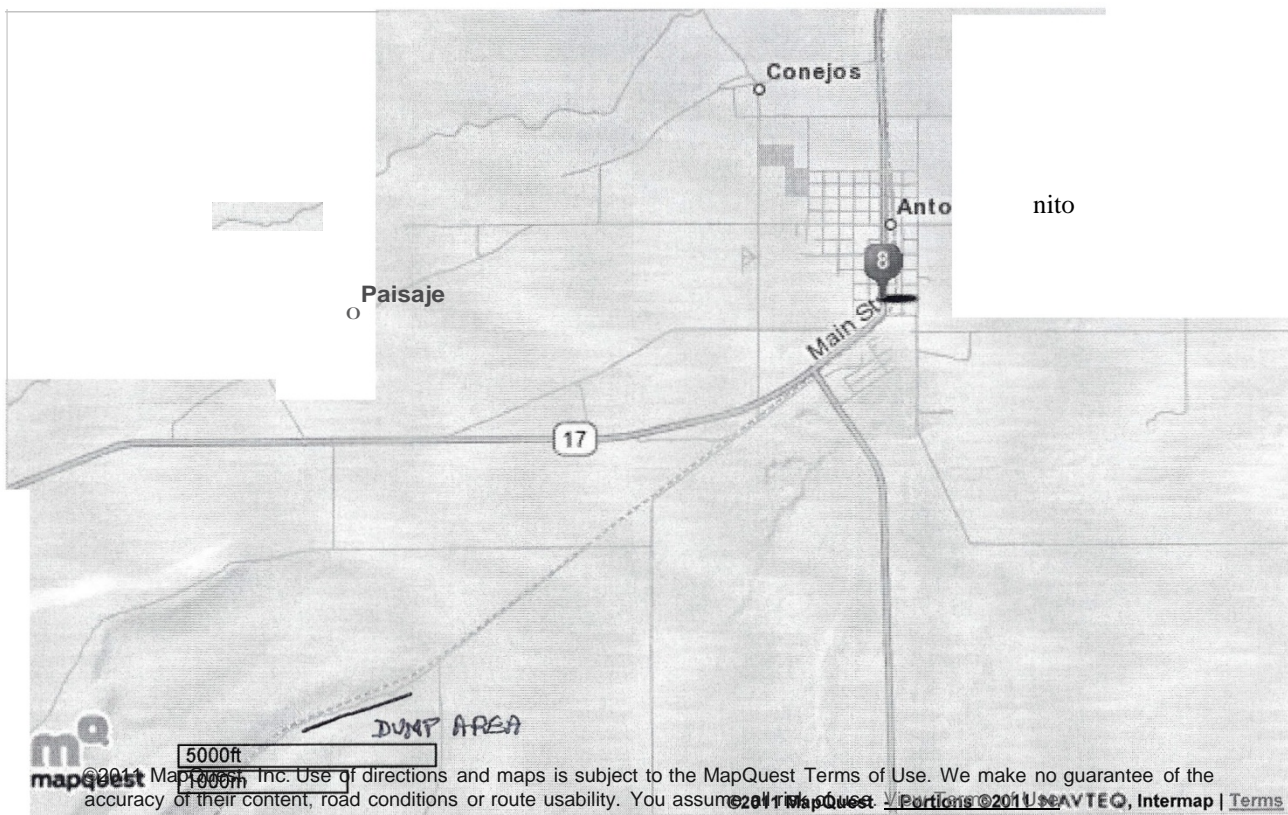
Work Accomplished: On Tuesday morning of session A the wind had subsided slightly and the rain had stopped. The group headed out with several vehicles in a caravan to the site carrying the needed hand tools. Access to the dump site was by a dirt maintenance road that parallels the railroad track. The dump area is an unfenced piece of ground of about 4+ acres. All along the access road of this property up to 75 feet back there was an endless number of trash piles with just about everything you could think of. Shortly after our arrival and starting the clean-up using our Kubota front end loader, the Rio Arriba county crew arrived with two dump trucks and a large front end loader with backhoe. With a couple of hours of hard work you could see a major improvement in the area. A very large burn pile had formed in the center area of the property and many front end loads had been taken to the dumpster. For some reason there was a large number of tires, at least 20 or more in the various piles. That became a problem as we had no way to dispose of them correctly. After talking with the County crew foreman and he talking with his boss the County crew foreman obtained permission to bring all tires back to their shop where the county would shred them. That solved the tire disposal problem.

As the noon hour approached the wind was blowing harder and it was starting to rain, at that point only a few outlying piles remained to be picked up and taken to the dumpster. The County crew was busy digging a big hole to bury what appeared to be sewage waste mixed with garbage. Many of the site crew headed back to the CRF and a few remained to finish the last few tractor loads. By 12:45pm the rest of us headed back to the CRF. At that point the County crew finished up covering the large hole that had been dug.

In a little short of five hours a major trash dump, an eyesore seen by thousands of train riders had been cleaned up. The tractor would be needed at site again for an hour or two to move some burnable trash at the site and when the wind stops a walking cleanup along the southeast fence line will be needed to pick up paper and trash blown into the wire.

Thank You to all who worked in inclement weather and dirty conditions to clean up this horrible mess.

Project Status: Completed



Job 1162 - Rebuild GON #783

Objective: To completely rebuild drop bottom gondola #783.

Team Leader, Session F: Bill Pratt

Team Members, Session F: Bob Osborn, Daniel Parks, Lee Parks, Randy Parks & Warren Ringer

Work Accomplished: All side and end siding, all doors, all B end brake equipment, and all decking was removed while the car was outside. It was then brought inside where the side sills, side and end posts, door roller bars, and all center deck nailers were removed. All new nailers were cut and fitted, but not drilled.



Car on arrival from Chama.



Inside of car.



Another view of the inside of the car before teardown started.



Teardown well underway.



More old wood remains to be removed.



Car outside CRF at the end of Session F

Project Status: Not Completed: This car will probably not be completed until session E or F of 2013.

What additional work is required? The first phase of work will consist of continuing “tearing down” the car. All cross frames and both bolster saddles must be removed by cutting their rivets with a gas torch or an air chisel, then the center section wood beams must be removed.

After the tear down is completed, the center section “C channels” must be sand blasted, so that “eyeball inspection” can find visible damage and the “Dye Check” process can be used to inspect for cracks around the cross frame attachment holes. The cross frames must also be sandblasted and dye checked around the attachment holes.

Once the damage and cracks are found they will be repaired by welding. The channels and cross frames will be “Red oxide” coated, new wood preservative treated wood beams will be installed, and the cross frames reinstalled with Huck bolts.

Once the cross beams are reinstalled, all remaining parts will be installed in a normal manor.

Comments: The first two hours of this project were devoted to rearranging machine shop equipment that had been placed in the work area in a haphazard manor.

I noted evidence of structural damage to this car while it was still in Chama and discussed it with Marvin, before the car was moved. While moving the car to the Antonito CRF, the train crew noted frame flexing in the suspect area.

Visual inspection of the car in its present partially torn down condition revealed that the wood beam that fits inside one of the C channels in the suspect area has rotted completely through. I feel that once we get this area completely cleared out, we will also find the C channel cracked, or even rusted clear through

We had an accident during this session. I dropped a door “side roller” on my left hand and required eight stitches to my fingers

Bill Pratt

Job 1164 – Lava Pump House Area Cleanup – 291.601

Objective: The objective was to remove brush and debris from around the Lava pump house in preparation for re-pointing it in subsequent years.

Session D, Team Leader: Jim Herron

Team Members: Doug Christensen, George Davies, Con Slaviero

Objective: The objective was to remove brush and debris from around the Lava pump house in preparation for re-pointing it in subsequent years.

Work Accomplished: Trees and brush were removed from all sides of the Lava pump house leaving a cleared 10-20 ft. zone around the structure wide enough to enable roofing and/or repointing work. The “before” and “after” photographs of the north and south faces of the pump house illustrate how overgrown the site was before we undertook the project. Trees and large bushes were felled with a chain saw and piled to the east of the pump house for chipping during the August work sessions. Brush and brambles were cut with a weed whacker and also piled to the east of the pump house. Later in the week, five different mortar samples were collected from different sites in the structure at the request of the New Mexico SHPO who wants to analyze them for material composition. This should be useful in determining the sort of mortar to use in re-pointing the structure.



North side before brush removal.



North side after brush removal.



South side before brush removal.



South side after brush removal.



South side of the roof.



North side of the roof.



Team Members Doug Christensen, George Davies and Con Calviero

Project Status: If the brush pile we left in June was chipped and shredded in August, then the site is ready for roof and/or repointing work. At this point, both of these projects depend on input from SHPO. Roofing options include replacing the present deteriorating shake cedar roofing with new shake roofing (similar to what was done with the log bunkhouse in Chama) or removing the present roofing and installing a steel frame superstructure that both outlines the historic roof and also stabilizes the structure's masonry walls. Repointing depends on SHPO's analysis of the mortar samples we provided. Based on their findings, some research will be necessary to see if the mortar can be reproduced by a present day roofing supply company.

Job 1167 – “Box” 3 High Valve Cars

Objective: To cover and put plywood siding on 3 High Valve Cars.

Team Leader, Session D: Mike Thode

Team Leader, Session E: Craig McMullen

Team Members, Session D: Raymond Hoppes

Team Members, Session E: Bob McCain, Carole Saus & Max Saus

Work Accomplished: I succeeded in paneling 0452 and 065 (except for the door end on 065). I put the rubber roofing on 0452 that came from the car in Colorado Springs. To manage the membrane I had to cut it in 4 pieces and then over lap the pieces as I placed them on the roof (about 1-1½ feet), starting at either end. There were various holes in the membrane. There was one sizeable tear in the north end section that needed to be over lapped 5-6 feet to cover it. For the final section in the middle of the roof I used the remainder of the membrane left over from caboose 0503. The membrane was secured to the car by nailing furring strips to the membrane edges below the top edges of the plywood. I didn't have any adhesive so the lap joints are not sealed and no patches were applied to cover holes/tears --- it's not water tight!



Plywood siding completed on #0452



Team Leader Mike Thode screwing plywood to the side of #065

I did not attempt to work on the roof of 065. It needs to be cleaned of debris (old roll roofing, loose molding, nails, etc) and then prepped for the rubber roofing to be applied (sharp edges smoothed/covered, conduit on top removed or ramps built for smooth transition for the membrane to lay over, etc). Also the door end still needs to be paneled in. Again like 0452 it is not water tight either.



Shows roofing material that needs to be removed or flattened and rounded so as not to tear and rip the roofing cover when applied.

The white tarp I removed from 0452 was cut off, but there is enough to cover the roof of a car. It was rolled up and folded and left on the ground in the vicinity of the high side gondola that was being worked on. There are two pieces, one is wide and the other narrow (both rolled and folded up). The wide one is the one that will work.



The plywood siding of #065 continues.



Plywood siding completed on #065.

Project Status: Not Completed.

The 10 foot width of the membrane is not enough to cover a roof. It needs to be closer to 12 feet wide. If one were to cut 12' by 10' sections out of the roll it would end up being short so another roll would need to be obtained to completely cover the roof of a car.



Putting 5/8" 4'X8' sheets of plywood on the siding of the 3 cars.



Putting temporary covering on the roof.



Ready for the paint crew.

Work Accomplished: Session E: Encased 0292 in 5/8" plywood plus bottom. Completed enclosure of 065 in 5/8" plywood plus battens. Made access doors on side of 065 and near the end of 0292. Waterproofed seams on rubber corners on 0452 and patched holes. Top is now water proof. Used contact adhesive. Applied new rubber membrane to 80% of 0292. Ran out of material for the last 8 feet and did temporary cover with snow & ice shield on North end. Applied old tarp from the other cars on top of 065 by cutting sections of the old tarp and sealing with contact adhesive as well as patching the major holes. It is not completely waterproof but it will hold until next year. This activity took 3 ½ days of Session E.

Project Status: Not complete. In 2012 we will need 2 more rolls of 10' X 50' rubber membrane to complete corner on 0292 and cover 065. 065 needs five (5) 14' X 10' sections glued and placed and 0292 needs one (1) 10' X 12' section of membrane. Estimate 2 days to complete depending on weather and access to material.

Job 1168 – Convert #3585 Box Car to New Tool Car

Objective: Convert #3585 Box Car (old Friends kitchen car) to New Tool Car.

Team Leader, Session C: John Engs

Team Leader, Session D: None

Team Leader, Session E & F: Craig McMullen

Team Members, Session C: George Davies, Joe Kanocz, Ed Lowrance, Warren Smalley & Bruce Vaupel

Team Members, Session D: Clayton Sandt & Patricia Sandt

Team Members, Session E: Bob McCain, Carole Saus & Max Saus

Team Members, Session F: Delbert Slagle & Bob Slagle

Work Accomplished, Session C:



Joe Kanocz removing old siding.



George Davies steadies the ladder as Warren Smalley cuts off a stubborn nut.



Inside of old kitchen car has been gutted.



Car at the end of Session C.



T&G flooring removed during Session D.



Car at the beginning of Session E.

Work Accomplished: Session E. Prepared new 4" X 5" top plate on east side of the car to replace deteriorated section over the door. Cut to length, cut half lap (12") at each end, and put 10 degree angle on top surface. Chopped mortises for posts and cut dadoes for roof carlines in top plate. Installed plate with four (4) 7" X 1/2" carriage bolts and attached the roof carlines with five (5) 7" X 1/2" carriage bolts. Made new 3/4" X 94" rods and placed along the door posts. Removed the old roof boards and milled replacement boards using 3/4" X 4 1/2" T&G.



New header has been spliced in the middle of the car.



Rotted roofing has been removed.

Session F: 20' of roofing (1" X 4" T&G, pine) was installed. Re-installed Murphy roof. Placed stabilizing blocks along sides until siding and fascia is replaced. Milled and placed 6' of 1 3/4" X 6" ship-lap floor in the center of the car. Removed the corner brace and grab-iron bolts that were previously cut off. Installed 6' of (1" X 4" T&G, pine) on one side. Made new 2 1/2" X 5" grab iron backings.



Roof boards have been replaced.



Murphy roof panels have been re-installed.



Team Leader Craig McMullen pounding



New siding started at the end of Session E.

Project Status: Not completed. All four sides need to be sided. The fascia boards need to be replaced. Final Murphy Roof installation. Replace roof wall boards.

Additional Material needed for 2012 Work Session: Two (2) 1" X 12" X 8' end fascia. Roof walk boards. Side fascia – 80' of 1" X 6".

Job 0760 – Scale House - Miscellaneous Structural Repairs - 344.280

Objective: Repair and/or rebuild the Chama Yard Scale House structure

Team Leader, Frank Smucker

Team Members: Gary Ehler, Robert Goin & John J. Sprenger

Work Accomplished: On all 4 walls, rotted 2x6" floor sills were removed and replaced with pressure treated wood boards which were fastened to the concrete floor slab with a ramset power gun and nails.



Floor sills have been replaced and secured with concrete nails



Cross bracing being installed on the interior walls

On all 4 interior walls, 2x4" cross bucks were installed to support the structure's walls. At the base of each existing building framework 2x4", a "sister" or "scab" 2x4x18" was nailed and attached to the new pressure treated wood floor sills.



Old rotted siding before it was removed.



Tongue and groove siding is being installed on the west wall.

The north, west and most of the east wall's outside siding was removed and replaced. **(NOTE: there was not enough good or new siding to replace the south wall which STILL NEEDS TO BE REPLACED in a later session.)**

New 1x4" milled lumber was placed on the 4 corners to replace corner trim boards.



Shows new corners and old wood that was saved and reused.



Shows the new door on the west side.

A new door made from new tongue & groove siding was made and installed on original hinges. The original door knob and latch was given to Bill Mackey to repair (the latch was historic rather than functional.) The original locking hasp was reinstalled so the door could be locked.

The entire outside of the Scale House was painted with white primer paint.

The surrounding area around the Scale House had weeds and rocks which were removed and area raked.



After the work session the building was painted Rio Grande Gold by Spero Bettalico.

Materials used for the project: 2x6" pressure treated pine lumber, 2x4" pine lumber, 1x4" milled pine lumber, 1x4" milled tongue & groove pine siding, ramset power nails, # 8d round head nails and white primer paint.

Project Status: Not Completed - The entire south wall which is very rotted at the lower edge, need to be replaced with new siding as moisture and animals are able to enter the structure. The hinges and hasp hardware needs to be **reinstalled** with bolts and not screws to prevent unauthorized entry. (None were available on Saturday when installed.)

Extra tongue & groove siding is locked /stored in the Scale House. It is estimated there are 10 sticks of the needed 17-18 sticks. (Frank did not write it down so there could be 7 sticks of the needed 17-18.) The engine warning sign needs to be re-installed on the North end of the building with screw left in place so location can be easily found. (Sign in the Scale House.)

The South wall corner trim boards nails were not completely seated so that the boards may be easily removed to finish installing the needed new siding tongue & groove boards. Weeds and a path from the main yard area needs to be completed.

NOTE: Frank Smucker returned for a couple of days during Session F and finished the South side of the scale house and Spero Bettalico painted the south side after Frank had departed. Pictures below of activity and finished scale house.



Team Leader Frank Smucker working on the south side of the scale house.



The hinge and hasp have been re-installed.



Finished coat of paint has been applied.



Sign has been re-installed.

Project Status: Completed - August 2011