

control. The old wood from the walkways was completely deteriorated, requiring replacement. The team removed old fasteners retaining the present wood walkways. New wood was measured, cut, and drilled or notched for brake chain. New wood was placed in steel walk supports and fastened in place to match the original. New plates were made to join the various ends and side timbers. All the new wood was treated with a mixture of boiled linseed oil and mineral spirits.

Due to unanticipated delays, the team was unable to get to the top section around the dome during work session C. This should be scheduled for another work session. We felt it was important to get the main walkway portion completed during session C to allow safe replacement of the upper work around the dome.

I would like to give a special "thank you" to my team member Chris Trunk, who was extremely helpful and innovative during this work session. His was the real expertise that accomplished the task. Warren Ringer kindly provided considerable additional assistance following completion of work on caboose 0579.

Project Status: Ongoing

OSIER DEPOT, SECTION HOUSE, AND STOCK PENS

Project Objective: Complete depot, section house, and stock pens

Session: C and D

Team Leader: Ted Norcross

The team installed an upper story window at the front of the depot, and new station signs were hung on the depot. The Osier station signs on both sides of the depot can be seen from either east-bound or west-bound trains. Another sign was hung on the front of the depot indicating the elevation and

mileage to Denver (elevation 9,637 ft, 318.40 miles).

During session C the team spent considerable time cleaning all of the section house windows. Besides just being dirty there had been a lot of over spray from the painting that had to be scraped off. Three or four members of the crew worked on this for several days, on and off. Because it is such a laborious job we worked on it for a while and then we would go do something else for a while. We did trim work such as making doorstops, installing and painting them. Seven doors needed trimming. Interior door handles have not been purchased yet. We saved as much of the wood on the interior walls as we could. Anything new is drywall. Trim work is not hard work but extremely time consuming. Some rooms had the flooring saved; in the rest of the rooms beautiful hard wood flooring has been installed and finished.

Minor trim work was done both inside and outside the section house, with lights installed above both of the front entrance doors of the section house. Two transom windows were installed and finished over the two entrance doors. The team built a lift-out door that covers the little storage compartment under the stairs on the main floor of the depot to conserve as much storage space as possible. A telegraph pole was placed between the depot and the section house.

The stock pens are being restored for both sheep and cattle, with the sheep pen portion being five solid boards high so the little critters can't get out. The volunteers built two gates, replaced many posts, repaired three sections of fence with salvaged boards, placed headers on all gate posts, and fixed all fences with new material as needed.

Project Status: Ongoing

CUMBRES TRESTLE WALKWAY

Project Objective: Repair walkway and handrail on trestle

Session: C

Team Leader: Charles Stewart

There are 14 vertical posts and braces across the Cumbres trestle and it was necessary to replace 11 of them. New braces were installed on each new vertical post. The entire walkway was replaced with mostly new lumber as very few of the old boards were usable. One beam across the side of the trestle on the opposite side of the walkway was totally deteriorated and was replaced. New railing was installed the full length of the walkway. Shims were added where necessary to firm up and steady the walkway.

Project Status: Complete

LOG BUNKHOUSE AND LAVA WATER TANK

Project Objective: Clean and repair interior of the Chama log bunkhouse, repair Lava water tank, and survey tank and pump house for restoration

Session: C

Team Leader: Jim Herron

The team members made the front porch much safer by replacing rotted



Chama log bunkhouse after cleaning and maintenance.

ties and installing new planking. A threshold board was replaced and was painted with a brown oil-based paint that matches the color of the floor. What we have found in the past when we painted the threshold with latex paint is that it tends to blister very quickly. The team also glazed and/or replaced windowpanes. After the glaze had cured for three days, it was painted with a latex paint.

A new sash was made for the window on the south side. This sash was missing for a long time. In the past another sash was made but it was too small by several inches. Historically, each sash had four windowpanes. Some of the inside sashes and windowsills have never been painted. Two different shades of brown have been used in the past, one shade on the outside of the building and the other shade on the inside. The unpainted surfaces were painted with the historically correct shade of brown.

There are places on the outside walls where paint has peeled off the mortar. It has been six years since the outside of the building has been painted, but there were not many places where the painted had peeled. Where it has peeled there is concern about the exposed wood rotting, so these spots were painted with a special white primer that sticks well to wood and masonry surfaces. Once the primer was dry the team painted those spots with Rio Grande Gold finish paint.

When the volunteers replace the mudsills for the log bunkhouse next year, they will have to jack up the building. It's expected that quite a bit of daubing will fall off, and it will be necessary to repair those places and then repaint the entire structure.

The team began to survey what is needed to return Lava tank to operation. The survey will include the pump house.

Project Status: Ongoing

TELEGRAPHONE BOOTHS

Project Objective: Complete restoration of Big Horn and Rock Tunnel booths

Session: C

Team Leader: Don Juergenson

Team members worked on both booths in Chama in August 2004. The Big Horn booth was restored except for final paint and installing windows. The Rock Tunnel booth had new foundation and flooring, and the roof was completed. No siding was installed and the door needed to be mounted.

This year in Chama the Big Horn booth was painted with a primer coat and final color coat. Plastic window material was left out and plywood "windows" painted black were installed. The booth was completed and placed on the line at Big Horn. Treated ties were placed on location by Jim Herron's crew and the booth was loaded on a speeder for delivery to the site. The booth was placed on the ties and spiked down. Doug Chrisman touched up the scuff marks on the paint and came back on Saturday to do the final trim color (brown).

The Rock Tunnel booth had horizontal, shiplap siding, most of which was beyond saving. The team leader took a sample of the siding and over the winter milled new pine siding for the booth. The only original siding saved were some short pieces to the left of the

door. The new siding was installed and new trim boards on the corners, base, and door were installed. The door was installed and the structure was masked and one coat of primer was sprayed on. A final color coat was sprayed on and the booth was loaded on a trailer and taken to near Sublette, where the booth was loaded on a speeder and transported to Rock Tunnel. Treated ties were set into the ground and the booth was spiked to them.

Project Status: Completed

TRACK SCALE

Project Objective: Cleaning the scale and replacing platform ties

Session: C & D

Team Leader: Frank Smucker (Acting)

In Chama, team members removed rail and ties, scraped, cleaned, and painted the scale below the ties. Gray metal primer paint was sprayed and brushed on all the scale steel. Three gallons of Benjamin Moore Impervo Alkyd, High Gloss, Metal & Wood Carnival Red were used to spray paint all of the steel scale components and structure in the scale pit. After painting, a safety net fence was erected around the scale pit.

Forty-four new ties will be needed for the scale; 26 were received. The new ties that were received had to be cut and notched to fit the scale structure. Half-inch deep notches were cut with a skill saw and router. The ties will be



Outgoing Board Chairman Jim Herron of Salt Lake City receiving a book of Utah scenes from incoming Chairman Bob Craine (l) at the Annual Meeting.

bolted to the scale structure with ½ inch square-head bolts on angle iron “L” brackets. The washer plates are stored in the scale house along with all the ¼ inch steel rust plates that were cut and drilled to go under the ties. They have been primed but not painted, which is probably all that is needed. Eighteen additional ties are needed and will be notched before the ties and rail can be replaced. They were not available for either Session E or F. All ties need to have a taper cut for about 1 inch on each end with the narrow 85 inches being on the bottom of the tie.

At the beginning of Session E, Kim Smith, RGRPC General Manager, felt that the safety net fence was not adequate since the project would not be finished in 2005. She requested that the open scale pit be totally covered. Plywood was used to cover the pit.

Project Status: Ongoing

DRIP SPRINKLER SYSTEM

Project Objective: Obtain and install automatic sprinkler system for gardens on either side of path to street. Work up diagram and work sheet for gardens around the rest rooms and work up feasibility of water system for flower boxes around Chama depot platform

Work Session: D

Team Leader: Joan Krech

The team was disappointed to arrive and find its materials had not been obtained. So upon arrival two team members had to use a day to go to Espanola to get the materials. A new 75 foot soaker hose was installed in Alta’s Garden to give better, more even water distribution. Ed Lowrance made 4 dozen anchor pins to make it easier to maintain tight arcs around plants. He also wired open the main turn off valve at the depot and placed a sign to inform the bus drivers to leave it open! Watering of the gardens can not work if they turn off the whole system

instead of turning off only their hose which feeds from a “Y” valve. A two station battery-operated timer was installed. So far it has been very successful watering the garden at 8:00 AM and 8:00 PM for 1 hour. The guarantee says it will work for 4 months without battery replacement. If it needs to be replaced before the summer is over a second 9-volt battery is in the tool car. In the fall the timer should be disconnected and placed in the tool car with the battery removed.

Chuck Heroneme will be making new tags for the perennials to satisfy everyone’s curiosity once the Friends have left. Naomi Sublett continued to improve, amend soil, and plant perennials around the old path. The team hopes that the backhoe crew will move a three foot diameter rock to visually terminate the bed and keep weeds from invading. Several bags of humus and top soil were purchased to amend the soil for the new perennials: Black Eyed Susans, Gazania, Snap Dragons, Jacob’s Ladders, Portulacca,



Joan Krech and Naomi Sublett planting flowers in Alta’s garden along the stairs to Main Street in Chama.

and Flax. The Iris bed, which was in desperate condition, was weeded and the old 50 foot section of soaker hose was put in that bed. The Lupins look so much better than last year. This is probably due to a good snow pace and spring rains. However, they still are infested with bugs so next year we should either spray with insecticidal soap or sprinkle granulated systemic around the plants. All of the plants were watered with Bloom Booster fertilizer hopefully to keep them going once the work sessions are over. Also, a pick-up load of mulch finished off the beds to perfection.

Margrethe Feldman, along with working in the flower beds, also decided the garbage barrel by the picnic table was an eye sore. She put rust proofing, primer and a final coat of paint on it. Great improvement! The team was appalled at cigarettes and cigars left to burn in the planter boxes and on the picnic table. They suggest some sand-filled buckets be placed at each of the depot corners near the door to the ticket office and also near the picnic table to avoid a potential disaster.

The “D” session crew had a wonderful experience. They worked hard, but happily, together and by putting their heads together greatly improved the looks of the gardens. Additional work to improve the irrigation system and extend it to the planter boxes around and on the depot platform has been identified.

Project Status: Ongoing

LOCOMOTIVE 489

Project Objective: Complete the restoration of the cab of locomotive 489

Session: D

Team Leader: Phil McDonald

The team set out at the beginning of the work session in Chama to re-glaze the

side window sashes and to install some missing boards on the interior. The doors were fitted and hung. The team also fabricated new rear drop windows, and at the end of the session, these windows and all of the new wood on the sashes and in the interior were primed. Canvas sun-shades were also installed at the end of the session.

The Friends will paint the interior and the railroad shop crew will paint the exterior of the cab.

Project Status: Ongoing

CABOOSE 0503

Project Objective: Restore 0503 to operating condition

Session: C and D

Team Leader: Mike Thode

Inspection of the structural components of the body above the sills continued from last year. Of particular concern were the corner posts and their tenons. Three of the corner posts were repaired. All of the repair pieces done last year were glued and secured. The window sashes made during the winter (caboose main body only, not the cupola) were temporarily fitted to the caboose and their sills were fitted and attached. Nail holes along the sides of the caboose were epoxied and re-siding completed to just in front of the cupola from the B end of the car.

Team members removed the cupola's siding as well as the roof walk and stove pipe. The cupola was then inspected for structural integrity and rotten wood. The cupola had a noticeable sway fore and aft. The team placed plywood pieces in the walls between the slider windows. Metal brackets were fabricated and attached at each of the cupola's corner posts where they are tenoned into the main caboose body. New top sills for the cupola were installed to replace the ones suffering from severe rot. The original attaching rods were rethreaded at the roofline, with new nuts installed.



In Chama David Priddle (from the UK) and Mike Thode replacing siding on caboose 0503.

The cupola's sway was alleviated and it is now very secure and tight with the main body.

The truck from the B end was removed, taken apart, and inspected. One wheel set is deemed to have a poor profile while the other is better. Journal sizes were 3 1/2" for one wheel set and 3 3/4" for the other. One journal box had suffered a significant bend to its outside seal flange, which was straightened and welded. The bolster and pedestals were found to have significant wear (as noticed last year). Work on Caboose 0503 is being done in Chama.

Project Status: Ongoing

JORDAN SPREADER

Project Objective: Continue restoration of the Jordan Spreader (OU)

Session: C

Team Leader: Terry Rider

This restoration is an ongoing project in Chama. In this session, the two rear cylinders were removed and new gaskets were made. Measurements for new seals were taken. The new gaskets were put on the cylinders and they were temporarily reinstalled on the spreader. New seals should be available next year. The tops of the cylinders will be opened and they will be installed. The team made gaskets for all of the cylinders. They also took measurements for all of the seals they will need to order for all the cylinders.

A lower I-beam bracket that attaches between the two side frames was repaired and remounted. The operator's manifold has been removed. It will be sent out to be restored this winter. Additionally, Orlando Ulibarri from the RGRPC Chama shops did a lot of arc welding underneath, on top, and in front. He said he has at least another week of welding underneath because of the many cracks and broken pieces. The railroad also intends to fix the arm on the right side that was broken in use sometime in 2000 when they ran it into a cut.

Everything that needs replacing (air lines, couplings, seals, gaskets, etc.) will be replaced. When the restoration is completed, OU will be fully functional and almost like brand new. The year for completion depends upon how much work is completed by outside sources, other than the Friends, before or after our scheduled work weeks (sand blasting, welding, air test).

Project Status: Ongoing

FLAT CAR 6314

Project Objective: Finish rebuilding the car

Session: C

Team Leader: Art Randall

We started with the car on its wheels, with a small portion of the deck

installed to hold the sills in place. The remaining deck boards had been cut to length and stored in a boxcar. The sills had been lined with roofing felt last year, but the winds had not been kind to it, so we began by repairing that installation, and extending it under the U-bolts holding the rails on. Russ Hanscom started relieving the boards for the bolt heads that stick up through the sills, the U-bolts, and the stake pockets. Russ did these tasks for the whole car by himself! John Schultz and Kit Trenholm installed the deck boards, using plot holes and ring shank nails, except on oak. Then we installed the stake pockets (four are missing). I cleaned the triple valve and packed the journals with pads stolen from one of the EBT hoppers. Mark Yates came up with a couple of 4-1/4 x 8 journal bearings to fill out our complement, and the car is ready to roll.

We had some trouble with the brake staff and the cut levers. We did not get the original brake staff, nor the B-end cut lever, and we failed to drill the holes for the outer cut lever bracket before installing the end sill. As a consequence, we could not properly install the cut lever brackets (the outer bracket should be down on the face of the end sill instead of up on the deck). The staff and B-end cut lever bracket we scrounged do not fit correctly, and neither cut lever has proper hand clearance to meet FRA regulations. I am making a new brake staff and cut levers, which will hopefully be installed yet this year. All work was done in Chama.

Project Status: Completed

COOK CAR 053

Project Objective: Complete interior restoration of the car
Session: C
Team Leader: Susan LeMmon

This is a continuing project from previous years. In Chama, the team finished scraping the old paint and



The team members have almost finished installing the new deck boards on flat car 6314.

removed some of the paint from the ceiling next to the platform door. The team cleaned up the interior of the car and removed all the old paint chips. Sanding sealer was applied on the second day of the session and was later sanded. After sanding, the team completely cleaned out the inside of the car.

Project Status: Ongoing

CAR DOOR REPAIR

Project Objective: Repair or rebuild boxcar door
Session: D
Team Leader: Geof Gordon

Working in Chama, the team completed a door from boxcar 3592. This



Geof Gordon and Larry Jennings painting boxcar door at the wood shop in Chama.

unique door was probably built around 1904. It is frameless, that is, there is no metal frame on the front. The only metal is a door runner on the bottom of the door. We completely rebuilt the door from the cook auxiliary boxcar 3483. This door was built completely from scratch except for the metal frame. For the record, it takes a 3-man crew a day and a half to do a complete boxcar door if they work at it. So, you can't turn one around in a day with 2 people – which is what we had this week. One of the problems is that boxcar doors do vary and there is no absolute template. Very often, as in this case, you must use the old one as a pattern rather than just build one and hang it, because they are not standard.

Project Status: Completed

COACH 0252

Project Objective: Long-term protection and preservation of the car
Session: D
Team Leader: Ed Krech

The team covered each side of coach 0252 with twelve 4' x 8' sheets of 5/8 inch thick exterior plywood. The top sheets of plywood overlapped the bottom layer by about 12 inches. The sheets were attached to the sides of the car with screws. One end was framed with unfinished 2 x 4s. Two 4' x 8' sheets of plywood then covered the end. An arch was cut out of the top to match the contour of the roof. A 1 x 8 was used to seal the final gap between the plywood sheets. The other end was sealed in essentially the same way except for a 27 inch wide door with a lentil and rain drip. The door was hinged and a hasp was installed to give access to the end door of the coach.

Five gallons of Zinger 1-2-3 latex heavy duty white primer was applied to all of the exposed wood parts that had been added to the coach. This was not the most pleasant task because of the poorly working paint sprayers, and also the fact that the wind came up.