

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.



In Chama, coach 0252 with tarp and plywood to protect it from the weather.

A 60 mil heavy duty rubber coated membrane type tarp material was installed Wednesday to cover the top of the coach. The Strasburg Museum has used this material in the past and it is believed to have lasted at least 10 years. A coat of Pittsburg Pullman Green oil based acrylic enamel was applied to finish the project. Team members worked on this project in Chama.

Project Status: Completed

CHAMA YARD LANDSCAPING

Project Objective: Clean up flower beds and replant flower boxes

Session: C

Team Leaders: Laurel Lyon and Alta Berkstresser

Thanks to Mother Nature, who provided ample moisture and the guidance of her “Alta” Angel, the garden was a spectacular color display at the beginning of the session. We reviewed the status of the garden with Alta and picked up donated plants on Monday. After Alta left we started initial weeding to open up areas around “showcase” flowers and for new plants along the pathway (hardy asters, English daisies, pinks and carnations). Annuals and perennials were added to depot and restroom flower boxes. Transplanting of “baby” lupines, cornflowers and sedum followed.

We connected all the garden areas to run off of the one spigot on west bank. This allowed the RGRPC staff (Chuck and Eloy) to water the Terrace Avenue trees during the day and the garden area to be watered overnight. We switched the garden area lever “on” in the late afternoon and cut it

off in the morning. Two “spiking” soaker hoses were switched to sweating soakers to cover new planting areas alongside the pathway. Weeding and pruning continued in the far north section (“Iris”) and in the rocks of the “Lupine” area.

A new project began to add more rocks and (possibly) boulders to close off the old path and connect the “Alta Garden” with the “Iris” areas. We ended session by moving mulch in Alta Garden picnic area to new planting areas and in depot pots (a thin layer). Numerous compliments about the garden by rail passengers and other Friends bolstered our spirits. We were asked several times to identify plants. Chuck Heronome is putting together labels that will display the common name of several plants.

Suggested Next Steps:

- Add timer(s) for garden area to run automatically overnight
- Replace “spiking” soakers with “sweating” soakers
- Weed areas as needed – above Lupine area, in Iris area and around restroom building
- Add mulch where needed
- Remove/transplant elm in Iris area
- Fill in exposed dirt area near sedum on south side of Lupine area with transplants or new plants
- Broadcast California poppy seeds on bank above Iris area
- Provide easier access to turn off spigot on west side
- Fix Iris area spigot
- Paint/adorn trash can in picnic area.

Project Status: Ongoing



A line of freshly painted pipe gondolas in the north yards at Chama.

FREIGHT CAR PAINTING

Project Objective: Restore and protect cars by painting with their proper color schemes

Session: C

Team Leader: Don Stewart

The preparation on each car was to scrape, wire brush and then blow the dust with 100 psi of air. A Benjamin Moore oil based primer was applied and allowed to dry overnight. The following morning two coats of Benjamin Moore latex paint were applied. This process seemed to work well and had been recommended by the paint company. We will see how well this preparation works over the next 5 to 10 years.

We painted drop bottom gondola 774 after doing a lot of scraping. Boxcar 04444, which was on the list to be painted, was not painted because the condition of the paint was OK. We painted reefer 157 and boxcar 3591. Both of the pipe gondola cars, 1557 and 1648, were painted. Stock car 5747 and reefer 166 in Antonito were not painted because they were questionable. Stock car 5841 and idler flat car 6755 were painted. With the painting of pipe gondola 1557 and 1648 and idler flat car 6755, the pipe gondolas can be loaded with pipe for static display.

The windows on cook car 053 were painted and we also helped in painting the scale beams on the scale house after the rail and ties were removed and the beams were cleaned. It was sprayed with a zinc primer. This work was done in Chama.

Project Status: Completed

MILEPOSTS AND WHISTLE BOARDS

Project Objective: Maintain signage along the line, restore signage to period-correct status, and construct and position historically accurate reproductions of signs now missing

Session: C

Team Leader: Jim Gross

The team painted 10 mileposts, and 3 bent mileposts were straightened. Milepost 296 was reset and painted in an 1880's style. The team also painted 7 whistle boards. A previously missing Chama "S" whistle board was installed and painted. Two mileposts and 2 whistle boards were prepared, painted and stored in Chama for future use. A "40 Car" sign was painted at Cumbres. In addition to signage maintenance, team member Terry Woosley also lettered caboose 0306 that had been finished during the B work session.

Project Status: Completed

Session: D

Team Leader: Bob Ross

The team members painted 12 and straightened 1 milepost. They also replaced milepost 388. The old 388 has been taken to the Friends Albuquerque office to be stored for display in our future Chama Visitor's Center. The team painted 13 whistle boards, 3 station signs, and several other signage items. Thirty-nine signs were worked on during this one work session—a record number.

Project Status: Completed

SUPPORT SERVICES

The volunteers in the C and D sessions depended on the support of many groups. Listed below are the support services and the team leaders.

Work Session Leader: Bob Ground

Work Session Preparation: Roger Briggs, Don Metzler

Work Session Closedown: Ed Lowrance, Roger Briggs

Registration, Administration: Holly Ross

Tool Car Operation: Ed Lowrance

Food Preparation: Mary Cardin

Carpentry Shop and Material Supply: Roger Briggs

Project Reporting and Documentation: Ted Smith

Chroniclers: Arlene Crider and Wayne Hall

Ted Smith compiled this report from contributions by Bob Ground and the team leaders



Dinner at the High Country in Chama.

**2005 Session C Actual Work Assignments
by States & Country**

| State | First Name | Last Name | Project Assignments |
|-------|------------|--------------|---|
| AZ | Jim | Sublett | Freight car painting |
| AZ | Don | Storm | Pipe train idler car restoration |
| AZ | Charles | Stewart | Cumbres trestle walkway repair Team Leader |
| AZ | Darin | Calderon | Coal Tipple maintenance & Pipe train idler car restoration |
| AZ | Susan | LeMmon | Cook car #053 restoration Team Leader |
| AZ | Don | Stewart | Freight car painting Team Leader |
| AZ | Don | Metzler | Inventory & Supplies Team Leader |
| AZ | Kit | Trenholm | Flat Car #6314 rebuild |
| AZ | Naomi | Sublett | Chama Yard landscaping |
| AZ | Mary | Metzler | Food Service |
| AZ | Alfred | Wendler | Log bunkhouse renovation & Lava tank repair |
| AZ | Linda | Wendler | Chronicler |
| AZ | Dolores | Storm | Food Service |
| CA | Dick | Smith | Pipe train idler car restoration |
| CA | Warren | Ringer | Caboose 0579 restoration (Antonito) |
| CA | Art | Randall | Flat car #6314 rebuild Team Leader |
| CA | Robin | Kumler | Car #05635 conversion to caboose |
| CA | Bob | Ground | Work Session Leader |
| CA | Bob | Conry | Car #451 reconversion to car #3553 |
| CA | Linda | King | Pipe train idler car restoration |
| CA | Don | Juergenson | Telegraphphone booth rebuild Team Leader |
| CA | Larry | Jennings | Cumbres trestle walkway repair |
| CA | Jim | Gross | Milepost & Whistleboard maintenance Team Leader |
| CA | Diana | Gross | Registration and Administration |
| CA | Craig | Kumler | Car #05635 conversion to caboose |
| CA | Dave | Collins | UTLX tank car repainting Team Leader |
| CO | Ed | Lowrance | Tool Car Team Leader |
| CO | Mike | Thode | Caboose 0503 restoration team leader & pipe train idler flat restoration |
| CO | Kevin | Corwin | Caboose 0579 restoration (Antonito) |
| CO | Tim | Bristow | Car #05635 conversion to caboose |
| CO | Mona | Tully | Food Service |
| CO | Bob | McCain | Car #451 reconversion to car #3553 |
| CO | Bob | Tully | Car #05635 conversion to caboose Team Leader |
| CO | Charly | Fowler | Registration and Administration |
| CO | Jack | Dierberger | Freight car painting |
| CO | Parker | Fowler | Coal Tipple maintenance Team Leader |
| CO | Lucy | Bandy | Freight car painting |
| CO | George | Berkstresser | Chama Yard landscaping |
| CO | Bill | Kepner | Antonito Site Leader & Caboose 0579 Team Leader |
| CO | Frank | Smucker | Track scale repair |
| CO | Patricia | Sandt | Pipe train idler car restoration |
| CO | Gary | Collins | UTLX tank car repainting |
| CO | John | Engs | Car #451 reconversion to car #3553 Team Leader |
| CO | Bill | Strathearn | Carpentry Shop & Materiel |
| CO | Alta | Berkstresser | Chama Yard landscaping Team Leader |
| CO | Clayton | Sandt | Pipe train idler car restoration |
| CO | Russell | Sparks | Telegraphphone booth rebuild |
| CO | Roger | Briggs | Carpentry Shop & Materiel Team Leader |
| CO | Jorg | Angehrn | Pipe train idler car restoration |
| CO | Jeff | Smith | Jordan Spreader restoration |
| FL | Donald W | Smith | Pipe train idler car restoration |
| GA | Mike | Mahoney | Milepost & Whistleboard maintenance |
| GA | Jack | Warner | Caboose #0503 restoration |
| IA | Cletus | Wander | Osier Section House restoration & Stock Pen repair |
| IL | John | Schultz | Flat Car #6314 rebuild |
| IL | Steve | Craig | Caboose #0503 restoration |
| IL | David | Randolph | Osier Section House restoration & Stock Pen repair |
| IL | Mary | Schultz | Food Service |
| IL | Brad | Gratton | Osier Section House restoration & Stock Pen repair |

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| KS | Terry | Woolsey | Milepost & Whistleboard maintenance |
| KS | Sherri | Rider | Jordan Spreader restoration |
| KS | Anne | Woolsey | Freight car painting |
| KS | Terry | Rider | Jordan Spreader restoration Team Leader |
| KS | Adolph | Weigant | Cumbres trestle walkway repair |
| KS | Norval | Alliston | Cumbres trestle walkway repair |
| MD | Bruce | Vaupel | Cumbres trestle walkway repair |
| MI | David | Sherburn | Freight car painting |
| MI | Phil | Hackman | Caboose 0579 restoration (Antonito) |
| MO | James | Reichert | Car #05635 conversion & pipe train idler flat restoration |
| MO | George | Krieger | Car #451 reconversion to car #3553 |
| MO | G.O. | Gish | Jordan Spreader restoration |
| MS | Arlene | Crider | Chronicler Team Leader |
| NC | Chris | Norcross | Osier Section House restoration & Stock Pen repair |
| NC | Andrew | Norcross | Osier Section House restoration & Stock Pen repair |
| NC | John | Norcross | Osier Section House restoration & Stock Pen repair |
| NC | Ted | Norcross | Osier Section House restoration & Stock Pen repair Team Leader |
| NE | John | Bush | Water Car walkway repair Team Leader |
| NE | Wayne | Huddleston | Cumbres trestle walkway repair Team Leader |
| NH | Bob | Meckley | Jordan Spreader restoration |
| NM | Marty | Gonzales | Cumbres trestle walkway repair |
| NM | Dan | Pyzel | Caboose 0579 restoration (Antonito) |
| NM | Mike | Serna | Osier Section House restoration & Stock Pen repair |
| NM | Mary | Gonzales | Chama Yard landscaping |
| NM | Tim | Smith | Chronicler |
| NM | Gene | Balderston | Osier Section House restoration & Stock Pen repair |
| NM | Lawrence | Harman | Tool Maintenance & Repair Team Leader |
| NM | Emmanuel | Lopez | Osier Section House restoration & Stock Pen repair |
| NM | Bill | Lock | Car #05635 conversion to caboose |
| NM | Mary | Cardin | Food Service Team Leader |
| NM | Dennis | Sterosky | Car #05635 conversion to caboose |
| NM | Ron | Carder | Osier Section House restoration & Stock Pen repair |
| NM | Russ | Hanscom | Flat Car #6314 rebuild |
| NM | Daryl | Locker | Track scale repair |
| NM | Charles | Irvin | Caboose 0579 restoration (Antonito) |
| NM | Richard | Bauman | Caboose #0503 restoration |
| NM | Judy | Lock | Food Service |
| NM | Bob | Mundis | Caboose 0579 restoration (Antonito) |
| NM | George | Lawrence | Milepost & Whistleboard maintenance |
| NM | Tony | Kassin | Pipe train idler car restoration Team Leader |
| NM | Shirley | Burke | Food Service |
| NM | Pete | Vera | Tool Car operation |
| NM | Donald | Bayer | Car #05635 Team Leader & pipe train idler flat restoration |
| NM | Tim | Tennant | Milepost & Whistleboard maintenance |
| NV | Ted | Smith | Project Reporting & Documentation Team Leader |
| OH | James | Rhinehart | Caboose 0579 restoration (Antonito) |
| OH | Jim | Hamblin | Osier Section House restoration & Stock Pen repair |
| OH | George | Detwiler | Car #451 reconversion to car #3553 |
| OH | Lou | Aprile | Osier Section House restoration & Stock Pen repair |
| OH | Bruce | Bloom | Cumbres trestle walkway repair |
| OH | Larry | Loos | Track scale repair |
| OH | Richard | Borger | Track scale repair |
| OH | Sandy | Borger | Registration and Administration |
| OH | Lana | Loos | Food Service |
| OK | Bob | Craine | Car #05635 conversion to caboose |
| OK | Jim | Kirch | Car #451 reconversion to car #3553 |
| OK | Nick | Kirch | Car #451 reconversion to car #3553 |
| OK | Debbie | Craine | Food Service |
| Canada | Chuck | Armstrong | UTLX tank car repainting |
| OR | Phil | Barney | Caboose #0503 restoration |