

these three-inch pieces to the frame. The entire deck of new two-inch-thick planking was then nailed in place. The crew treated all wood with a mineral spirits/linseed oil mixture. When completed, the flat car was turned over to the railroad for regular use in maintenance-of-way projects.

Refrigerator Car 55

Work accomplished on short reefer 55 during August's session E in Chama included leveling the car frame on support blocks (to remove twist in the car body), straightening and installing grab irons on the left side of the car, primer painting the new car siding, removing old and installing new siding on the right side of the car, and installing brake rods.

Car Sound System

In Antonito during session B in May, the passenger car sound system crew worked on the Antonito train to complete the sound system upgrade in those cars. They installed new cable, connectors, and control panels in each of the Antonito coaches, including the concession car. The team also repaired any defects in the existing system.

Cook Car 053

The team worked on the car in Chama during the June and August sessions. They did much stripping and sanding of the walls and ceiling of the A end room, and stripped,



In Chama team members touch up paint on rotary OY during session C.



During session F, Jim McGee (l), Bob Michel, Tony Kassin, Peter Gillham, and Peter Christie lift a side sill into place on pipe gondola 1557.



Flat car 6314 being rebuilt in Chama in the field east and below the engine house. Rebuilding the car upside down makes it easier to install heavy metal components (session D).



In Antonio during session D, Warren Ringer (l) and Jack Salisbury redeck flat car 6636. (Photo by George Swain.)

In Chama Bob Gotthelf (l), George Swain, and Sandra Gerard remove paper from gold press-on letters on passenger car 513 (Coxo) during the final session of the summer.



Jay Samuels (l) and Matt Jameson remove sheathing from short refrigerator car 55 in Chama during session E.



In Antonito during session B, Lee Ritterbush(l), Jim Laycock, and John Manion upgrade the concession car's sound system. They completed upgrades and repairs on all the Antonito passenger cars. (Photo by Art Nichols.)



The depot deck and freight platform addition on the Chama depot.

sanded, and painted several walk-through doors. The kitchen cabinet doors are now ready to be painted. In the RPO end of the car, the team replaced four rectangular and two clerestory windows. At the end of the August sessions, the team members spread tar on roof areas that had leaked over the past year.

Drop-Bottom Gondola 811

In June, the volunteers in Chama completed work on drop-bottom gondola 811 with the installation of new boards on several of the drop doors and all hardware. Immediately after the car was released to the yard, the two gondolas for the pipe train restoration were spotted on 811's former work site.

CHAMA YARD

Rip Track Restoration

During session A in May, the team restored the old D&RGW repair-in-place (RIP) track and pit in the lower yard east of the engine shop ("the swamp") in Chama. This involved the removal of the rail from the west side of the pit, the removal of decayed timbers, and the removal and replacement of ties. Team members removed mud and debris from the pit, installed salvaged timbers from the site (because new timbers did not arrive as scheduled, the pit will require reworking in a few years), and reinstalled the rail.

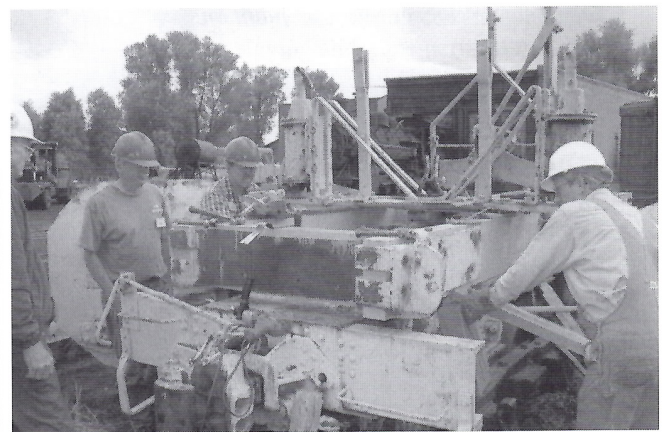
Site Landscaping

The crew maintained and upgraded existing flower beds—they were filled with plants donated by Maureen Gonzales of Chama Valley Super Market. The carpentry shop team built seven wood planters which were placed along the edge of the new depot freight platform to alert people to the platform edge. There are other planters around the entire depot. Docents and railroad staff watered the planters between work sessions. The depot platform construction crew repaired the water line to the depot gardens.

INTERPRETATION

Exhibit Planning

The main focus of the team's work during session E in August was Cumbres. Using information gathered from a



In Chama during session C, crew members inspect flanger OL.

number of written, photographic, and anecdotal resources the volunteers completed the first draft of the map, text, and drawings for a Cumbres walking tour brochure. They located the site of several buildings that are no longer standing and developed ideas about how to mark them for visitors. The team also toured the site with Railroad Commission Executive Director Gomez and Commissioner Quinlan and discussed the team's ideas for developing the section house as an interpretive center. They brainstormed ideas for the inaugural set of exhibits, continued planning for interpretive displays in the Chama yard, designated boxcar/coaches to be reconverted for use as exhibit space, and made recommendations for a project to clear areas leading to historic features in the Chama yard to make it easier for the public to visit them.

Hinman Coach

During the May sessions, volunteers began preparing the Hinman coach to serve as a Chama visitor's center during non-operating periods.

Train Host/Docent Program

These volunteers staff the trains throughout the season helping guests and passengers enjoy their experience with the Cumbres & Toltec Scenic Railroad. The train host/docent program will be highlighted in the winter 2003 issue of the C&TS Dispatch.

LOCOMOTIVES AND MOTOR CARS

Locomotive Cab Rehabilitation

This year's rehabilitation work in Chama focused on the cab of 488, which at the beginning of session C in June was still in place on the locomotive. Several years ago (probably during the early C&TS period) some of the metal sheets of 488's cab had been repaired or replaced, as had most of the wood interior, except for the ceiling. As a consequence, the interior of 488's cab required only partial rehabilitation. Several appliances that penetrated the front wall were removed. The ceiling was also removed. Team members noted the beaded pattern so that new paneling could be cut with the same or a similar pattern. Next came the side window sashes and rear sliding panels. Finally, damaged boards in the newer paneling were replaced. During session C, the shop crew indicated that they might be removing the cab from locomotive 488 some time in July. However, by the time session E rolled around in August, 488's cab was still in place and the decision was to postpone the installation of the new interior until after the cab has been removed. The current schedule calls for removing 488's cab in December or January and then reassembling 488 in time for opening day in May 2004. With this schedule in mind, the current plan proposes a mini-session in late March or early April of 2004 to complete the rehabilitation of 488's cab.

The Rogers Locomotive

Following purchase at the Sundown and Southern Railway disposal auction using special donations, repairs to the locomotive were completed this summer in Chama. Volunteers in the May and June sessions continued to work



Overall view of RIP track pit being restored during session A in Chama.



The Hinman coach will be a visitor center during non-operating periods.



In Chama, team members prepare the Rogers locomotive for painting at the end of session D.