

Friends of the C&TS Railroad

2013 Team Leader Reports



Repairs to Chama Station Deck

Chama, NM

i & ii **Table of Content**

iii **Introduction**

Job #	Title
0200	– Site Leader Report
0210	– Work Session Registration
0222	– Friends Merchandise Sales
0230	– Food Preparation - Chama
0231	– Food Preparation - Antonito
0240	– Chama Tool Car Operation
0241	– Nail & Bolt Car Operation
0246	– Paint & Paint Supply Leader
0250	– Chama Carpentry Shop – 344.050
0270	– Equipment Preparation
0360	– Chama Mall Exhibit Staff
0700	– Landscaping Chama Yard
0701	– Landscaping CRF - Antonito
0710	– Right-of-Way Tree Trimming & Brush Control
0720	– Freight Car & Rolling Stock Painting
0730	– Freight Car & Rolling Stock Lettering - Chama
0732	– Freight Car & Rolling Stock Lettering – Antonito
0740	– Wood Preservative Treatment
0750	– Mile Post & Whistle Board Maintenance
0780	– Maintenance of Wheels, Brakes & Safety Appliances
0790	– Sheep Pen & Railroad Property Mowing – 344.500
1003	– Cook Car 053 Restoration
1004	– Restore RPO X54 as RPO 54
1005	– Plan Car Inspector’s House – Cumbres – 330.640
1017	– Coal Tipple Restoration – 330.602
1026	– Restoration of MOW Derrick OP
1080	– Restoration of Stock Car #5995
1089	– Repairs to Sheep Stock Car #5633
1099	– Car Storage Facility – Antonito
1099	– Install Electrical Circuits to Car Storage Facility - Antonito
1113	– Rebuild Gondola #9558 - Chama
1117	– Install Car Storage Facility Tracks - Antonito
1118	– Restore Frameless Tank Car – Antonito
1122	– Repair of Car #3669
1153	– Chama Stock Pens Fence Repair
1154	– Show Shed Header Repairs – Cumbres – 330.602
1160	– Paint Display Train – Antonito
1162	– Rebuild Drop Bottom Gondola #783
1164	– Masonry Pointing Lava Pump House – 291.601
1168	– Convert Box Car #3585 to New Tool Car
1182	– Repair Station Loading Dock – Chama – 344.140
1185	– Repair Long Reefer #163
1186	– Cosmetically Restore Engine #483 – Chama

- 1187 – Repair Flanger #OK
- 1191 – Repair High Side Gon Car #1232
- 1197 – Construct Passenger Truck Sets
- 1200 – Osier Station Repairs
- 1201 – Repair Rider Gon Car #6205
- 1206 – Construct Historical Marker Stands – Fabricate Parts for Frame & Posts
- 1206 – Osier Site Historical Markers – Install Posts & Frames

2013 Work Session Projects Operated by The Friends of the Cumbres & Toltec Scenic Railroad

The Friends of the Cumbres & Toltec Scenic Railroad (the Friends) operated seven week-long restoration sessions along the railroad during 2013. The Colorado Springs site continues to host day-long work sessions twice a month focused on restoring Pullman-built Tourist Sleeper Car 470. The steel reinforcing work is substantially complete and restoration build-out has begun.

The Friends have embarked on a new venture involving Albuquerque high school shop students. Flat Car 9569 has been moved to Sandia High School where the Advanced Building Technology Class will dismantle and restore the car. Funding in part for this project comes from the Amherst Railway Society, of Amherst, MA; and the Sandia Foundation and the Horizon Foundation of Albuquerque.

Standards for interpretive signage designed for the Osier site were completed and will be installed early in 2014, significantly enhancing the visitor experience at this most visited site.

Huge progress was made on a number of projects, including restarting of building stabilization at Cumbres. The Antonito Car Shelter is substantially complete, providing off-season shelter from the elements for priceless C&TSRR historic rolling stock. The remaining work entails enclosing the western gable end and installing windward siding. In Chama, volunteers virtually completed Railway Post Office Car 54 except for final coats of paint. All painting was significantly delayed due to unseasonable rain during the August sessions.

Tremendous strides have been made on the Project Committee's digital agenda. The searchable rolling stock database has been re-posted on the Friends web site. The FIDO database continues to be updated and is providing significant help to the Project Committee's management team. The capability for individual team leaders to provide web input is expected to enter Beta testing in 2014 with full implementation in 2015.

Many Friends members work throughout the year to support fund-raising, create and maintain the Friends' websites, publish the *Dispatch* newsletter and provide streaming video cameras from the Chama rail yard – and, of course, organize some 50-60 restoration projects annually!

Work hours donated by Friends members during the seven summer sessions total 12,981. The Colorado Springs group donated 825 hours. This totals 13,806 hours. Using the accepted standard average for valuing volunteer work of \$22 per hour, the Friends Organization contributed in-kind labor valued at \$303,732 to support the railroad!

The Project Committee wishes especially to acknowledge those members who support our work through their membership and annual donations that keep the sawdust flying!

Thank you!

John Engs and Ed Lowrance

Project 200 – Work Session Leader

Objective: For the participants of Session C to Manage a safe, productive and enjoyable work environment. Registration. Assure all teams are appropriately staffed and any adjustments / modifications are established prior to the start of the work session.

Monday AM Opening Meeting: Arrange for C&TS President opening remarks. Thoroughly review safety policies and procedures. Recognize new volunteers and service award recipients. Review housekeeping items (meals, tool car, etc.) Introduce team leaders. Review changes and conditions as a result of "Thomas the Train". Activities. Arrange group photo.

Work Session Activities: Constantly monitor conformance with safety rules. Manage changes to team member assignments. Follow supply and tool needs for each team. Make necessary accommodations if purchased supplies are not delivered, or when additional materials are needed. Should an accident occur, arrange for any needed medical attention, notify the RR, and initiate a Friends accident report. Manage the truck and back hoe operation. If work is being performed along the RR ROW, notify the RR of the crew's planned location daily. When possible, keep the RR informed of work session progress, and conduct a tour of the work sites. Receive volunteer input of potential future projects.

Work Session Leader, A & B: Ed Lowrance

Work Session Leader, C: Bob Ross

Work Session Leader, D: Bob Craine

Work Session Leader, E: Craig McMullen

Work Session Leader, F & G: John Engs

Work Accomplished:

Project Status: This is an annual support function.

Project 0210 – Registration

Objective: To (1) coordinate registration activities for volunteers attending Work Sessions A and B; (2) provide support and assistance to volunteers regarding registration issues; (3) lead the planning and implementation of the two dinner events planned for the volunteers; and (4) oversee and execute sales of Friends' merchandise to volunteers attending Work Sessions A and B.

1. Meet with Friends' President Tim Tennant on Monday, May 19, at the Antonito CRF to receive registration materials and merchandise.
2. Set up work space and arrange materials on Sunday, May 19.
3. Staff registration desk Mondays through Fridays for Work Sessions A and B.
4. In coordination with Food Services Team Leader, prepare and purchase menu items for two Work Session dinners.
5. Coordinate logistics for Work Session dinners with Mogote RV Park owners.
6. Prepare reports required for registration and merchandise sales.
7. Assist Reports Team Leader in uploading photographs of work session activities to Friends' web Forum daily.

Manage all details of volunteer work session registration. Sunday 1:00 PM -5:00 PM Volunteer Registration. Monday 7:30 AM continue Registration activities

Team Leader, Session A, B, C & D: Linda Smith (Antonito)

Team Member, Session A, B: C, D, E & F: Holly Ross (Chama)

Team Leader, Session G: Ed Lowrance

Work Accomplished: Session A: 17 signed up, 0 cancellations, 4 additions – one for the whole week, one for 1 day, one for 2 days and one for 3 days.

21 Friends worked. 19 attended mid-week Friends dinner.

No 1st years volunteers. No 5, 10, or 15 year pins given. One 20 year pin given to Sherri Rider



First year volunteer Jack Heiermann talks to Site Leader Ed Lowrance after he has finished his registration handled by Linda Smith



Mike Horner, TL Dan Pyzel and Kevin Corwin have just checked in Antonito for Session A.

Session B: 18 signed up, 2 cancellations and 2 additions.

18 Friends worked. 15 attended mid-week Friends dinner. 2 first year volunteers – Dona and Ted Kazman. No pins given out.

Session C: 78 signed up, 3 cancellations and 3 additions.

78 Friends worked. 78 Friends signed up for the annual dinner.

5 first year volunteers – Markus Hagerman, Bob Hewitt, Beth March Steven March and Pete Dahlberg.

5 years – John Weiss 10 years *Walt Duncan, 15 years – John Engs, *Bob Ross and *Phil Barney. Over 20 years – Diana Gross, Jim Gross, Robin Kumler, Craig Kumler, Terri Shaw, Frank Smucker, Howard Bunte and Jim Herron.

*Pins given out in Session C.



Linda Smith checking in Mike & Mick O’Nele



Diana Gross and TL Holly Ross on Monday morning talking to a couple of visitors.

Session D: 54 signed up, 4 cancellations/no-shows and 6 additions.

56 Friends worked. 50 Friends signed up for the weekly dinner.

3 first year volunteers – Bob Hewitt, Jack Heiermann and Alan Green.

5 years – John Ferrell*, Joyce Smalley*, Judy Lock* & John Weiss. 10 years – Russ Hanscom. 15 year – John Engs, Robert Rosenberger* and Bob Ross.

* - Pins given in Session D

Project Status: This is an annual support function.

Project 222 – Merchandise Sales

Objective: To sell Friends available merchandise, work t-shirts, sweatshirts, etc. to volunteers.

Team Leader, Session F: Cynthia Anders

Work Accomplished: No team leader report was received.

Project Status: This is an annual support function.

Project 230 Food Preparations - Chama

Objective: The preparation of tasty, nutritious meals at a reasonable cost for work session volunteers.

1. Plan menu's to meet objective.
2. Based on menu, organize, order and purchase product from various venders.
3. Organize and set up kitchen facilities.
4. Purchase for each days lunch, snacks and drinks-based on menu and numbers.
5. Clean kitchen and organize next day menus at conclusion of noon meal.
6. Close down kitchen at end of session and inventory available food and supplies.
7. Make special arrangements each day for workers at remote locations (Osier, Cumbres, Sublette and Antonito) this requires early opening to prepare meals.

Team Leader, Session A, B, C, D, E & F: Mary Jane Smith

Team Members, Session A: Holly Ross and Nancy Gordon (on hamburger day – Bob Ross, Linda Smith and Sherry Rider assisted.)

Team Members, Session B: Holly Ross – (on hamburger day – Spero Bettalico, Brooks Wilson, Shelby Wallis and Kent Wallis assisted) (on Friday – Linda Smith assisted)

Team Members, Session C: Connie Hickman, Maggie McMullen, Jeanne Reib, Caroline Tower & Joan Weigant (On Friday, Maurine Gonzales assisted)

Team Members, Session D: Debbie Craine, Connie Hickman, Judy Lock, Maggie McMullen & Jeanne Reib (on Tuesday and Wednesday, Susan Dick assisted)

Team Members, Session E: Cynthia Anders, Maggie McMullen, Jeanne Reib & Rochelle Sherrow

Team Members, Session F: Eleanor Pearce, Jeanne Reib, Yvonne Schmitt & Renee Walter (Maggie McMullen assisted on Friday)

Work Accomplished prior to Session A: Mary Jane Smith planned menus and shopping list. She placed orders with Sysco of New Mexico, Shamrock Food Company and Lowes Chama Valley Market. Mary Jane and Marshall Smith shopped for other food and supplies at Sam's Club in Santa Fe, NM.

The days before Session A & B, Mary Jane cleaned the floors and shelves of the kitchen car and kitchen supply car, met delivery trucks and stored supplies. On Sunday, she purchased food items from Lowes Market and prepared lunch bags and snack boxes.



The primary kitchen crew for Session A TL Mary Jane Smith, Nancy Gordon and Holly Ross.



Marshall Smith carries ice used in cooling drinks for the volunteers. A man's job is never done.

During Session A: Since no one had registered to assist in the food prep area, Holly Ross volunteered to assist and Nancy Gordon changed from Session B to Session A. Linda Smith assisted with preparing the meals on hamburger day and assisted Bob Ross with grilling. Lunches and snacks were prepared for 18 volunteers in Chama. Due to the “463” Special Train run, lunch was not prepared on Monday. Meals included sandwiches of Roast Beef and Swiss Cheese, Black Forest Ham and pepper Jack Cheese, Smoked Turkey and Cheddar Cheese. Chips, vegetables, fruit and dessert were also served. On Thursday, the food prep team hosted the usual hamburger cookout. Bob Ross (Grilling Bob) and Linda Smith grilled the burgers. The railroad shop crew and office personnel and staff were invited. On Wednesday, May 22, Holly Ross coordinated the Chama Volunteer Friends Dinner (a la cart) at the High Country Restaurant.

During Session B: The food Prep Team prepared lunches (for 14 volunteers), drinks and snacks for 18 volunteers and railroad staff and shop crew. Meals included – Black Forest Ham and Provolone Cheese, Pull Pork on Bun, Roast Beef and Swiss Cheese, Deli Delight with Pepper Jack Cheese. On Thursday, the traditional hamburger cookout was held. Spero Bettalico grilled the burgers. Brooks Wilson, Kent Wallis and Shelby Wallis assisted Holly and Mary Jane with serving the meal. On Friday, Holly, Linda and Mary Jane did an inventory of supplies. On Wednesday, May, 29, the Chama Volunteers had a baked spaghetti dinner at the home of Bob and Holly Ross.

Holly Ross has given Tool Car Team Leader

Holly Ross and Bolt & Nail Car Team Leader



Spero Bettalico gets his sack lunch – he’s checking what’s inside the sack.



Marshall Smith take a mid-morning break.

Work Accomplished prior to Session C: Mary Jane Smith planned menus, shopping list (for both Chama and Antonito), placed orders with Lowes Chama Valley Market, Shamrock Food Company, Sysco of New Mexico and Coca Cola Bottling Company of Santa Fe, and Hometown Market in Antonito. Mary Jane and Marshall Smith shopped for other food and supplies at Sam’s club in Farmington, NM.

The week before Session C & D, Mary Jane re-cleaned shelves and floors of the kitchen and supply cars, met delivery trucks, stored and sorted supplies.

During Session C: Lunches were prepared for 74 volunteers in Chama (including 11 away lunches for Mile Post, Cumbres and Lava teams). Since the Friends organization allowed volunteers to register for three or more days, the lunch numbers varied from 70 to 74 each day. Meals included Black Forest Ham and Cheddar Cheese, Teriyaki Chicken and Swiss Cheese,

Roast Beef and Provolone Cheese, Beef pastrami and Pepper Jack Cheese. On Thursday, The food prep team hosted a hamburger cookout (grilled by Caroline Tower and Jeanne Reib) with baked beans. The railroad shop crew and office staff was invited.

On Friday, June 21, the Friends held their annual Friends Dinner and Meeting. The group rode the train to Cumbres and has a Fried Chicken Dinner, prepared by Stephen Flowers and the osier Kitchen Staff at the Cumbres Pavilion.

The Antonito food prep was led by team leader Nancy Norcross and lunches were prepared for 15 volunteers. Food was purchased from Hometown Market in Antonito.



Maggie McMullen watches as Caroline Tower beats a sack of ice to be used in the coolers.

It's another Thursday and the kitchen crew gets ready for another hamburger day.

During Session D: Lunches were prepared for 54 volunteers (including 8 away lunches for Mile Post, Lava, Cumbres and Right of Way teams). Lunches included Turkey Pastrami and Provolone, Frito Poe, Black Forest Ham and Swiss Cheese, Deli Sandwich with Pepper Jack Cheese. Thursday, the traditional hamburgers were grilled by Jeanne Reib and Maggie McMullen. Railroad shop crew, office staff and train crew also enjoyed burgers.



Volunteers enjoying another Thursday hamburger feed.

TL Mary Jane Smith hands a sack to shop crew member "Ducky". Railroad shop crew and depot employees are always invited to dinner on hamburger Thursdays.

On Wednesday, Holly Ross organized the weekly dinner, featuring an Italian Buffet at the High Country Restaurant.

On Friday, the staff did an inventory of supplies.

In Antonito, Nancy Norcross prepared lunches for 22 volunteers.

Work Accomplished prior to Session E & F: In July, Mary Jane Smith planned menus, prepared and placed orders for food and supplies with various vendors, Sysco New Mexico, Shamrock Food Company, Lowes Chama Valley Market. Mary Jane and Marshall Smith purchased food and supplies at Sam's in Santa Fe. Mary Jane also coordinated with Warren Ringer lunches for Antonito volunteers.

On Thursday before the session, Mary Jane and Marshall met delivery trucks from Sysco and Shamrock. She also cleaned the box cars, stored food and supplies on shelves, freezers and refrigerators, sorted snacks and breakfast food items for each session and day.

During Session E: Lunches in Chama were prepared for 47 (5 at Cumbres) and 5 for no lunches. We had a total of 52 volunteers for Session E. Meals included Black Forest Ham and Swiss cheese, Frito Pie, Smoked Turkey and Cheddar Cheese, Roast Beef and Pepper Jack Cheese. On Thursday, Jeanne Reib and Maggie McMullen grilled hamburgers for volunteers and railroad employees. Each day, Mary Jane and Maggie purchased food and supplies from Lowes Market. Holly Ross organized the weekly volunteer dinner at The High Country Restaurant, featuring a Chinese Food Buffet.

During Session F: Lunches in Chama were prepared for 46 volunteers (3 no lunches) – a total of 49 in Chama. There were 4 volunteers in Antonito. Lunches were ordered and picked up by Warren Ringer. Chama lunches included, Turkey Pastrami and Provolone Cheese, Teriyaki Chicken and Swiss cheese, Roast Beef and Colby Jack Cheese, and Deli Sandwich. Jeanne Reib and Mary Jane Smith grilled hamburgers – “In the Rain” for volunteers and railroad employees. Holly Ross organized the weekly dinner, featuring BBQ Beef and Chicken Buffet at The High Country Restaurant.

The last day of the session Food prep team members inventoried and stored supplies and did the necessary shutdown procedures. Freezers and refrigerators were cleaned and turned off, water heater drained, water hose and electric power cords disconnected and stored. Tents and awnings were taken down and stored in the kitchen supply car. Left over nonperishable food and drinks were sent to Antonito for Session G. Doors were locked!

Project Status: This is an annual support function.

Project 231 – Food Preparation - Antonito

Objective: To serve volunteers tasty snacks and lunches at a reasonable cost.

Team Leader, Session A, B & G: Patty Hanscom

Team Leader, Session C & D: Nancy Norcross

Team Members, Session A: Maggie McMullen and on Thursday, May 23rd, Linda Smith, Linda Dueker and Sharon McGee

Team Members, Session B: Maggie McMullen and on Thursday, May 30th Linda Smith.

Team Member, Session C: Karen Rahne. Linda and Barbara Florey also helped out.

Team Member, Session D: Linda Smith and Barbara Florey helped on different days.

Team Members, Session G: Linda Dueker and Mary Jane Smith

Work Accomplished: Patty Hanscom planned the menu and snack menu for Sessions A & B. She got supplies from Sam's Club in Farmington and through Home Town Foods in Antonito as well as picking up a few groceries in Alamosa at Safeway and Walmart.

The Saturday before opening Session A, Patty cleaned the floors, Refrigerator, Cupboards, inside and out in the kitchen area and the adjoining bathroom (daily). She also organized the snack boxes and generally prepped the kitchen for activity.

Session A: There was no lunch service on Monday due to the special train run of 367 nor did we have a group dinner this session. Lunches were prepared for 19-22 people daily with a special lunch for the Railroad crew and commission staff when we served 44 people on Thursday, May 23rd with Pulled Pork sandwiches, Broccoli Salad, Chips and assorted cakes and cookies. Other meals served included Chicken beans soup on Tuesday along with half a cheddar cheese sandwich, roast beef and pepper jack cheese on Wed. with a cup of soup, Thursday was pulled pork and Friday Turkey and Swiss cheese sandwiches. Assorted chips, condiments, pickles, olives, fruits, vegetables, homemade cookies and cakes were also served. Because we had a small crew, we were able to serve freshly made broccoli salad, potato salad and fresh fruit cups. Coffee, Gatorade and Ice water jugs and the ice chest with sodas and juices were always ready by 7:30 AM.



TL Patty Hanscom prepares lunch.



A group enjoying the lunch that Patty prepared.

Session B: The Food Prep Team served lunches to 17-18 volunteers daily with the addition of 2 from the sandblasting crew Wed.- Friday and 10 from the Railroad crew on Thursday (30). Wednesday evening, May 30th, the volunteers and spouses had a hamburger barbeque at the Mogote Meadows center with 20 attending, including Sharon and Mark, the campground

owners. Linda Smith organized this with the help of Patty Hanscom and Maggie McMullen. Russ Hanscom cooked the hamburgers and Patty and Linda served. Meals served were Turkey Pastrami & Provolone Cheese, Chicken Salad on Ciabatta rolls (purchased at Walmart), Ham and Swiss and Frito Pie on Thursday and Friday since the crew from the railroad was smaller we over planned and served the leftovers on Friday. We also prepared snacks, coffee, Gatorade, vegetables, fruit bowls, cakes, cookies and usually had a bowl of fresh fruit available. This seemed to cut down on the consumption of purchased snacks from Sam's Club. Friday afternoon, Patty and Maggie did an inventory of the kitchen and food stuffs leftover for the C & D sessions. They also did a bit of general clean-up, leaving the kitchen area somewhat ready for the next groups.



Linda Smith, Valley Lowrance and TL Patty Hanscom in the CRF kitchen area.



TL Patty Hanscom cuts a cake as Maggie McMullen looks on with approval.

Session C & D: We fed 15-20 each day. It was a little confusing since we had visitors drop by frequently. The Antonito Market did a great job having everything ready when I went to pick it up and adjusting numbers each day. Everyone appreciated the delicious meals. Favorites of the crew were the Frito Pies, Fried chicken with salad and banana splits (I had to get them to eat their fruit someday!)



TL Nancy Norcross setting out more cookies.



TL Nancy Norcross, Jim Florey slicing up some tomatoes and Ted Norcross making some notes.

Session G: Work Accomplished – Patty Hanscom planned the menu and snack menu for Sessions G. She got supplies from Sam’s Club in Farmington and through Home Town Foods in Antonito as well as using leftover foods from previous sessions.

The Sunday before opening Session G, Patty cleaned the floors, Refrigerator, Cupboards, inside and out in the kitchen area and the adjoining bathroom (daily). She also organized the snack boxes and generally prepped the kitchen for activity.

Session G –Lunches were prepared for 15-20 people daily with a special lunch for the Railroad crew when we served 28 people on Thursday, Oct. 3rd. The lunch was Frito Pie, Assorted Cakes and Fruit. Other meals served included Monday was Smoked Turkey and Swiss Cheese on a Croissant, Chicken beans soup on Tuesday along with half a Roast Beef and cheddar cheese sandwich, roast beef and co- jack cheese on open-faced on a French roll on Wed. Thursday we served the Frito Pie to the Train Crew and volunteers and Friday was an assortment of entrees because we were trying to use all our leftovers as this was the last session of the season. Assorted chips, condiments, pickles, olives, fruits, vegetables, homemade cookies and cakes were also served. Coffee and Ice water jugs and the ice chest with sodas and juices were always ready by 7:30 AM.

Donated by Russ and Patty Hanscom were 4 dozen assorted homemade cookies, 3 cakes (Rhubarb, Zucchini and Carrot cakes), a flat of fresh tomatoes, fresh carrots, and salmon for the Wed. night dinner.

Wednesday evening, Oct. 2nd, the volunteers and spouses had a Salmon barbeque at the Mogote Meadows center with 24 attending, including Sharon and Mark, the campground owners. Patty Hanscom organized this with the help of Mary Jane Smith, Linda Dueker, Val Lowrance and Sharon McGee. Russ Hanscom cooked the Salmon which was donated by the Hanscom’s from their Alaska Fishing trip. Also served that evening was Pilaf in a crock pot, Steamed Broccoli, Salad, dressings, Chips and dips, Wine and assorted cakes. The charge for the dinner was \$15 per person. The money not used to purchase food other than the salmon will be donated back to the Friends.

Friday afternoon, Patty, Mary Jane and Linda did an inventory of the kitchen. They also did a general clean-up and winterizing of the kitchen and bathroom area. John Engs and Marshall Smith winterized the water systems. Also a list of needed items for the spring sessions was started.

Mary Jane Smith sent frozen luncheon meats, chips, canned fruit and puddings and assorted snacks cutting the cost greatly for this session. Also I was given \$20.00 for 2 people for 2 days lunches which was forwarded to the Friends office in Albuquerque.

EXPENSES FOR SESSION G

Sam’s Club charge on Friends Card	65.26
Sam’s Club charge on Friends Card	12.56
Charged at Home Town Market in Antonito	234.14
Out of pocket for Patty Hanscom (Safeway)	<u>36.52</u>
TOTAL	\$ 348.24

SUMMARY OF THE WEDNESDAY NIGHT SALMON DINNER

October 2, 2013

We served 24 dinners

21 PEOPLE PAID \$15.00 EACH

\$ 315.00

We had 3 guests, Sharon and Mark from Camp and John Mathews
 Patty Hanscom Spent \$ 80.00 for groceries and paper goods for the dinner

Ed Lowrance spent \$27.00 gathering wine

Balance remaining is donated to the Friends of the Cumbres fund

\$ 208.00

For security purposes I converted the cash into a check along with all the receipts for the week.

Respectfully submitted,

Patricia Hanscom



Session G's First Class Kitchen Crew – TL Patty Hanscom, Linda Deuker & Mary Jane Smith

Project 240 – Tool Car Operation

Objective: The Tool Car Team provides essential support services for the Friends Volunteers during the work sessions by: 1. Assisting volunteers in finding appropriate tools. 2. Maintaining and/or repairing tools. 3. Keeping an inventory of consumable and non-needed additional tools and/or supplies. 5. Serving as “Communications Central” i.e. phone calls, message and location of volunteers, etc.

Team Leader, Session’s A, B, C, D, E & F: Spero Bettalico

Team Members, Session’s A, B, E & F: Carol Mackey

Team Members, Session C: Carol Mackey & Beth March

Team Members, Session D: Carol Mackey & Joyce Smalley

Work Accomplished: Posted tool categories outside each car. Identified each tool appropriately. Maintained tools properly. Posted signage for tools inside each car. Devised and organized shaded workspace outside. Tools were signed out and logged back in.



TL Spero Bettalico and Carol Mackey



Beth March and Carol Mackey



Joyce Smalley has helped TL Don Stewart check out some paint tools.



Carol Mackey, George Davies and TL Tim Bristow talking during morning break.

Project Status: This is an annual support

Project 241 – Bolt & Nail Car Operation

Objective: Provide fasteners and related items to facilitate completion of Friends projects.

1. Working with Project Chairmen, order fasteners and related materials. The August 2013 inventory will provide a starting point. After project leaders send requests, the order will be updated.
2. Reorder during the session and specials.
3. Fabricate fasteners and special items as needed.
4. Maintain tools and equipment contained in the bolt car and woodshop.
5. Coordinate, with teams and project chairs, ongoing, future orders, inventory items, and stocking levels

Team Leader, Session A, B, C, D, E & F: Marshall Smith

Work Accomplished: Many routine activities included; stocking new fasteners, cleaning the bolt car, advising team leaders and members on bolt selection, threading new bolts and re-threading used bolts for re-issue. Special projects were fabrication of brackets, U-bolts and special fasteners. Threading airline piping for the RPO restoration was a special project. Welding bolts for the stock pen restoration and buffer plates for the RPO were two of the metal fabrication projects.

Tractor work: hauling materials, trash, assist with yard clean up, moving Friends project cars with the tractor, repair of the hydraulic system on the John Deere.

Assisting in the tool car, wood shop and kitchen car were additional duties. I coordinated the shutdown activities at close down for the year.



TL Marshall Smith and George Davies gather up nuts and bolts for the Cinder Bear Rider Gondola rebuild during Session A at the request of the Railroad.



TL Marshall Smith headed out of his “office” the Friends Bolt and Nail Car.

Project Status: This is an annual support function.

Project 246 – Paint & Painting Supplies

Objective: Purchase and furnish paint and paint supplies as needed and as requested by Team Leaders in a timely manner.

Team Leader, Session's A, B, C, D, E & F: Spero Bettalico



TL Spero Bettalico checking his P.O. book.

Work Accomplished: Various paint and paint supplies issued to the projects listed below.

Sessions A & B:

Project 1003: 2 gallons Devoe Oil Primer White DR1102/N, 2 gallons paint thinners, 12 tubes Dap Roof Caulking, one gallon Zip paint stripper, 2 - 16 ounce tubes of Titebond III wood glue.

Project 1004: 5 gallons Ace roof sealer, one pint each A and B - Abatron epoxy wood putty

Project 0732: 1 gallon Glidden Fortis 450 white latex finish paint 6407-0110V, 1 pint of Glidden speed finish paint Black.

Project 1201: 600 feet of guardian Roof Armor.

Sessions C & D:

Project 0750: 4 Gallons Devoe Oil White Gloss Finish Paint 4308-0100, 4 Gallons Devoe Oil Black Gloss Finish Paint 4308-9990, 4 Gallons Devoe Oil Primer White DR 1102/N, 2 Gallons Paint Thinners.

Project 1004: 1 Gallon Minwax Stain (Provincial) 5 Gallons Minwax Clear Satin Floor Polyurethane, 4 - 24 ounce containers of Benjamin Moore (Corv 500, 90Q) Aliphatic Urethane Activator, 4 Gallons Benjamin Moore (Corv 510.88G) Aliphatic Urethane Semi-Gloss Paint (Color code FOC 61813 Pullman Green), 2 gallons Oil Primer Gray (861-709-GL-3.3), 10 Gallons Lacquer Thinners (105-5GL) and 100 Feet Clear Plastic Liner 4MM for RPO 54.

Project 1191: 1 gallon Devoe Oil Primer White DR1102/N, for Car 1232.

Project 1186: 3 Gallons Ace Oil Primer Rust Stop Red (225A 140) Restore Engine 483.

Project 1168: 2 Gallons Devoe Oil Primer White DR 1102/N for Car 3585.

Project 0720: 5 Gallons Devoe Oil Primer White DR 1102/N, 3 Gallons Paint Thinners car 6205.

Project 1089: One Gallon Devoe Oil Gloss Paint (4308-9990), One gallon Linseed Oil for Stock Cars wanted for Photo Shoot.

Project 1160: 4 Gallons Paint Thinners Antonito Display Engine, 10 gallons Devoe Oil Primer white DR 1102/N for Osier depot.

Project 1168: 1 gallon Glidden Fortis 450 Latex finish paint BOX CAR RED (Babbitt Brown) for Car 3585.

Project 0720: 7 gallons Glidden Fortis 450 Finish Paint 6405-0550V Box Car Red (Babbitt Brown) 4 gallons of paint thinners for 6205 Cinder Bear Rider Gon, 10 gallons Devoe Oil Gloss finish Rio Grande Brown (Authentic Brown) 4308-0900 Osier Depot.

Project 1026: 1 gallon Devoe Oil Primer White DR1102/N for Derrick OP.

Project 1191: 1 Quart each Epoxy Putty A and B for Car 1232.

Session E & F:

Project 1026: 5 gallons Devoe Oil Primer White DR 1102/N, 3 gallons paint thinners. For OP.

Project 1122: One gallon Devoe Oil primer White DR 112/N, one gallon paint thinners, for car 3669.

Project 1160: One gallon Devoe Deuguard Oil Finish Aluminum Silver Finish 4308-9020 and 2 gallons paint thinners. For the display engine in Antonito.

Project 0720: 10 gallons Benjamin Moore Super Spec Exterior Latex Finish Rio Grande Brown base N185-4B 5 gallon, 5 gallons paint thinners. For the Osier Depot.

Project 1026: 5 gallons ACE Seal tech Waterproofing Sealer 233A110 Clear for Roof of OP,

Project 0720: 3 gallons Devoe Oil Primer White DR1102/N one gallon paint thinners for 163 Reefer.

Project Status: This is an annual support function.

Project 250 – Carpentry Shop Operation

Objective: Oversee safe operation of shop tools and machinery and assist others where needed. Take on miscellaneous small carpentry projects as needed and work on stock pen gate construction as time permits. Support Projects using the Woodshop. Help where needed and insure safe work practices in the Woodshop.

Team Leader, Session A & B: Lynn Jones

Team Leader Session C & D: Jim Hickman

Team Leader Session E & F: Bill Strathearn

Team Member Session B: Jim Sublett

Team Member's Session C: Larry McDonald & Phil McDonald

Work Accomplished, Sessions A & B: Assisted others with carpentry projects in the shop and completed three gates for the stock pens plus two sets of steps for the Friends' boxcars.



One of the sets of steps made.



TL Len Jones and TL Marshall Smith discuss the gate hardware taken off of the old gates and whether any new hardware pieces will have to be made.

Work Accomplished, Session C: Phil and Larry made shutters for the Brake and Truck storage car by the Log Bunkhouse during the session. At the end of the session two shutters were completed.

With help from Craig McMullen got the industrial planer working – great machine, produced barrels of chips in a day shaping beams for various projects.

I made a couple signs for Jim Gross.

Wind destroyed one of the Donor Signs, Craig agreed to take it home and rebuild it.

I worked with Chuck Deuker and Adolph (forgot last name) to replace the lower end of the two vertical beams holding up OP's engine house-these beams also support the steel rods bracing the derrick A frame. This involved cutting a 2' x 7"x2" tenon and a 1 ft. mortise in a beam at 10 deg to square, took most of a day, but it fit..

Helped the crew working on 483 fit the doors I made for the cab.

Cut the ship lap for the high side gondola with help from the crew.

20 in Band saw threw a tire forcing use of the 14" to cut tenons for a variety of projects. Helped the crews cut these tenons.



Phil and Larry McDonald discussing the size of the shutter they will make.



Larry McDonald is ready to put a shutter in in place to see how it fits.

Work Accomplished, Session D: I worked alone, but with lots of help from Bob Reib.

Bob painted the shutters for the Brake crew and I hung them on Friday.

Bob and I wrapped the other three Donor Signs with strap iron to reinforce the wood. Marshal Smith and John Eng's helped take them down and rehang them.

I rebuilt the church pew that sits in front of the telegraph operator at the depot. It wasn't designed to be outdoors and was falling apart.

Worked with Marshal Smith and John Eng's to replace a broken board in the deck in front of the depot and place the National Historic Site plaque on the NW corner of the depot.



TL Jim Hickman working on repairing the church pew bench that sits in front of the depot.



John Eng's, TL Jim Hickman and Marshall Smith drilling holes to hold the "National Historic Landmark" sign on the depot.

Sessions E & F: Performed normal functions in the carpentry shop making sure the power tools were properly used by various volunteers. I also spent several days designing and making pylons for Derrick OP's outriggers.

Project Status: This is an annual support function.

Project 270 – Equipment Preparation

Objective: In general, service gas powered engine equipment and get ready for winter storage.

Team Leader, Session E & F: Jim Sublett

Work Accomplished: Serviced 7 air compressors, generators and pressure washer.

Installed choke cable on the pressure washer.

Repaired door to trash collector at the ticket office.

Added a ramp at door to the paint/fuel shed. The ramp is stored on the inside of the door.

Assisted with the moving of ties with the landscaping crew.

Project Status: This is a support function.

Project 360 – Chama Mall Exhibit Staff

Objective: The Friends and NGPF exhibit is open all during the RR operating season. During work sessions, additional volunteer help will be welcomed. The exhibit will be opened from 8:30 AM to 5:00 PM every day except Sunday. New volunteers will be trained to promote the Friends organization, the NGPF, explain the Sn3 model layout, and sell Friends' merchandise on a low key basis.

Team Leader, Session B, C, D, E, F & G: Bob Ross

Team Member, Session C: Lynne Herron

Work Accomplished: (No reports received.)

Project Status: This is a support function.

Project 0700 – Yard Landscaping

Objective: Update landscaping as needed. Trim, maintain, weed, landscaping around the Chama station and yard.

Team Leader, Session B, E & F: Naomi Sublett

Team Leader, Session C: Laurel Lyon

Team Member, Session B: Dona Kazmar

Team Member, Session C: Debra Joerg & Vicky Simpson. Terri Shaw (Thursday and Friday only) Charlie Joerg & Walt Duncan (Part of the day Wednesday, Thursday & Friday)

Team Members, Session E: Rebecca Falk, Lucinda Lenicheck & Valerie Morris

Work Accomplished: Session B: I was requested to work in Chama for a few days during Session B as we had a new volunteer in Landscaping. We wanted to support and encourage her to return again. Dona Kazmar is from San Diego and has a great work ethic and a love of the soil and all it grows



1st year volunteer Dona Kazmar prepares planter boxes on the depot dock.



Planter boxes after Dona finished planting new flowers. What a difference.

Work Accomplished: Session C: Our focus was to stabilize the dirt slope from the top of the walkway to the donor signs. After removing alfalfa from around the donor signs, we transplanted day lilies, daisies and lamb's quarters from the restroom flowerbeds to the dirt slope and the donor signs. We also planted day lilies and lamb's quarters around the swing in the shade. With work completed at other projects, Terri Shaw, Charlie Joerg and Walt Duncan assisted us with Thursday and Friday. Charlie and Walt placed the railroad ties and stabilized them. They also moved big rocks from stock pen to line paths and started rebuilding a donor sign that was damaged in high winds. Everyone worked hard and well together.



Vicky Simpson, TL Laurel Lyon, Walt Duncan
Debby Joerg and Terri Shaw



Vicky Simpson, Charles Joerg, Walt Duncan
Debby Joerg and Terri Shaw.



Vicky Simpson and Debby Joerg at the top
of the walkway, Terri Shaw below.



Walt Duncan hammering rebar to stabilize
the railroad ties.

Suggestions for future sessions:

- Continue transplanting crowded flowers from other flowerbeds to where they are needed.
- Reassign volunteers whose projects are done to landscaping crew they need extra help to move heavy objects.
- In late fall before it snows, spread wildflower seeds among the timothy at the slope on the top of the Terrace Avenue sidewalk.

Session E & F: Both weeks were productive and were attended by superior work-ethic people. The standard jobs of tree trimming, weeding, dead-heading, mulching, general clean-up and neatening-up of all garden areas.

Session E: The week was focused on continuing the terrace wall on the north end of the Iris bed. Rocks were loaded into the bottom terrace after weeding, spraying and installing landscape cloth. On the road side of the Iris bed, the ground was weeded and sprayed with a one-year ground clear and mulched with red cedar.

The three new Scotch pine trees are in good condition. We removed the rock tree wells and replaced them with cut-off ties. The ground around the trees was leveled off, weeded and mulched. Stand-up cutoff ties were placed behind the trees and in front of the choke cherry bush.

Session F: The week was interrupted by much rain fall. Our most noteworthy task was installing three full length railroad ties at the base of the Scotch pines. They were drilled with three holes each and 18' rebar hammered into holes. Stand-up cut-off-ties and rocks were part of the finishing look.

In the process of this task we made an effort to clean up the area of dumped wood/ties, a pipe and wire fence-like apparatus and removing some unwanted fence posts. To our great surprise--- one of the fence posts became a survey property marker from 1980. It was marked "Albert & Hall Re Surv. Engr." It was inset into a large chunk of concrete. No one knew of this, it was covered over with growth, hidden and forgotten. The fence post was cut off and the cement marker replaced into the hole it came out of. John Engs was present at this time. I informed others such as Bob Ross and John Bush. On Friday the landscape team will attempt to preserve and incorporate the marker into a marked part of an overall plan.

Purchased by the "Friends" – 20 bags mulch @\$4.89 per bag - \$97.80

Purchased and donated by Jim & Naomi Sublett – 15 bags of mulch @\$4.89. Ground cloth & Cloth Staples – 4 @ \$5.79, Misc. hardware - \$30.01. Top Soil – 4 @ \$2.49. Total donated - \$152.48.

Project Status: This is an annual project.

Project 0701 – Landscaping – Antonito

Objective: Completing Walkway from CRF Building to Parking Lot.

Team Leader, Session A: Naomi Sublett

Team Member, Session A: Jim Sublett

Work Accomplished: With only rough measurements to work from in Arizona --- I planned the walkway to be 5' wide by 30' long. I found a paver at Home Depot in Arizona called Three Tone Brown Paver for \$1.17 a 12" block. These were not available in Farmington, NM or Durango, CO Home Depots. We settled on the Tuscan Pavers for more money (these are the same pavers used on the patio in Chama). Jim and I left Tuesday morning to travel to Farmington to pick up the pavers during Session A. Wednesday, Thursday & Friday we set the support walls with redwood from our old picnic table in Arizona and some rebar from our home side yard. After we set the support walls we started to lay the pavers. We had most of this completed by Friday. Jim secreted the base level and then the sand level as he laid the pavers down.

After we arrived in Antonito we realized we could only make the walk way 48' wide, one foot narrower than originally planned. The 30' length was a good measurement. Since we needed 150 pieces for the original plan, we had 30 pavers left over.



Jim Sublett, John Eng and TL Naomi Sublett work getting tie in place as an edge for the pavers.



Walkway completed.

We offered Ed Lowrance to pave any other area he would like paved, but he thought he may return them for a refund.

As we completed the project more adjustments to the existing railroad tie placements was required. That was designed, arranged and completed with river rocks placed for design and texture to complete a finished and pleasing appearance. Week killer (Ground Clear) by Ortho was used. It is supposed to last one year.

The three trees were deep soaked each week of A and B sessions. They need to receive more water to be healthier and happy. Ed tells me everything gets watered twice a week for three hours. Maybe the trees need more water delivered (more gallons per minute) to perform better. Jim plans to design and make a better water delivery with less waste at the faucet distribution area and to possible change heads in the tree wells to allow more water to flow to the trees.

One other project was started --- a rock garden at the corner where the street sign post is located.

Jim did all the heavy lifting and did a wonderful job of laying the pavers. This was the third year to work on this project and it is now completed! I give my husband Jim full credit for his hard work and dedication to see the task to completion using exacting ideals and workmanship.

Project Status: Completed

Project 0710 – Right-of-Way Brush & Tree Control

Objective:

Team Leader, Session D: Ron Horejsi

Team Members, Session D: Paul Davenport & Alan Green

Work Accomplished: Work session dates: June 24-28, 2013, Dates worked: June 24-25, 2013

Due to severe drought conditions and an extremely bad tent caterpillar infestation, brush and tree (especially aspen) growth was very limited, requiring minimal control work along the RR right-of-way. Information on areas needing work was provided by RR personnel and docents.

Monday June 24, 2013: Work was done from the Chama River Bridge south thru the Chama yard to the switching "Y" on the south end of the yard. Mostly low growing brush and some sapling aspens were trimmed and/or removed.

Tuesday June 25, 2013: Work was done from approximately MP 340.5 (upper end of narrows) to MP 342 (lower end of narrows). Again mostly low growing brush, sapling aspens and conifer bows were removed. Three dead snags leaning towards the tracks were cut down. Trimmings were disposed of mostly down steep embankments adjacent the tracks and out of sight of the railway. Primary removal was from ground level to 15ft height.

Primary equipment use included extendable pole saw, hand loppers, bow saws, and the Craftsman power trimmer. Because access was via foot the crew was limited to equipment that could be hand carried. Although the Craftsman power trimmer was heavy and required a one-gallon fuel can, it was effective in trimming some of the thick brush.



TL Ron Horejsi checks out the power trimmer.

Team members assisted with other projects (high side gondola, Cumbres building repair, and Lava pump house repair for the remainder of the work session after the brush/tree control was completed. This included Wednesday through Friday.

Recommendations: Crew size should be a minimum of 3 for safety and work load reasons. We suggest that for future work, the RR personnel and docents record area in need of control beginning as soon as the train starts running. Additionally, to access remote work sites, that coordination with the RR be done early to insure that a speeder and equipment trailer be available if needed. We also need to make a "Friends" truck available for remote sites.

Project Status: This is a railroad support function.

Job 0720 – Car Painting, Antonito Display Loco Trim Painting, Osier Station Painting.

Objective: To paint Cars finished in earlier sessions (Tool car, Gon 9228, box 3669, Reefer 163) trim on Locomotive 494 a K-37 2-8-2, Paint Osier Station with a Latex finish and reinstall signs.

Team Leader F: Don Stewart

Team Members Session F: Rich Hull, George Pearce, Lance Godfrey



Session F Car Painting Crew: Don Stewart, Rich Hull, George Pearce, Lance Godfrey

Work Accomplished: The Osier Station was painted successfully with a latex finish coat on Monday. The Station signs were added on Tuesday. The silver trim on locomotive 494 on display in Antonito was painted on Wednesday. Daily rain, starting Sunday evening, prevented most painting in Chama. Long refrigerator 163 was painted with primer to protect the wood during the winter months. Derrick OP, Box 3585 (new tool car), High Side Gondola 9558, and Box 3669 will be painted in the C and D Session in 2014. Spreader OV and work flat 06092 could also use paint. The spreader still has white primer on the metal portions of the car and the trucks need to be painted black. Paint is peeling on work flat 06092.

Osier Station was painted with Latex in a dark brown finish. The signs were replaced on Tuesday, August 6, 2013.



The station was finished at the end of Work Session F.

Locomotive 494, one of the two Antonito Display Engines had the smoke box, firebox and trim painted silver on Wednesday, August 7, 2013. It is now ready for lettering.



Antonito Display Locomotive 494 was painted with silver paint on August 7, 2013.

Long Refrigerator 163 right side was primed with oil based primer. This car had the exterior siding on the right side replaced on Thursday Morning. The car will be painted toward the end of the D Session in 2014 when the upper fascia and ladders are replaced. Note that the siding was rained on the morning before the paint was applied. About 18 hours of drying time occurred before the primer was applied.



Long Refrigerator car 163 right side was primed on Friday, August 9, 2013.

Recommendations: Not much can be done to overcome daily rain. Paint will not adhere to wet wood.

Future Work Sessions

- Paint window panes and stain the decks on the Osier Depot
- Paint the Osier Section house and stain the front porch. This may take most of a week's time.
- Paint Long Reefer 163 once the upper fascia and additional hardware have been applied.
- Paint the new Tool Car (boxcar 3585).
- Paint High Side Gondola 9558
- Paint boxcar 3669
- Paint Derrick OP
- Repaint work flat 06092 as the paint is peeling from the car.
- Put a finish coat of paint on Spreader OV. The frame and blades are still in primer and the trucks need to be painted black.

Project Status: The display locomotive in Antonito is ready for lettering. The Osier Station is painted; the window panes need to be painted black and the decks and railings need to be stained. Long Refrigerator 163 should be painted once some additional hardware has been applied. There are many cars that were not painted this Session that will need to be painted in 2014.

Project 0730 – Freight Car & Rolling Stock Lettering

Objective: Letter cars that have been repainted.

Team Leader, Session C: Craig Kumler & Robin Kumler

Team Members, Session C: Fred Morton & Anne Woolsey Terri Shaw (Mon, Tues, & Wed)

Work Accomplished: We lettered the following cars: 3533, 3686, **3484, 3016, 3231, and 3254**. The highlighted cars were lettered on one side and the ends only. The other two were completely lettered on all sides.

In addition, a temporary number was placed on flat car 6509 by Anne Woolsey, and paint touch-up was performed on boxcar 3339 and historic caboose 0503.

We would like to recommend Fred Morton as team leader for 2014; he was very competent and seemed interested in leading the crew.



Terri Shaw lettering.



3016 & 3254



Robin Kumler lettering.



TL's Craig & Robin Kumler, Anne Woolsey and Fred Morton.

Project Status: This is an annual project.

Project 0732 – Freight Car & Rolling Stock Lettering - Antonito

Objective: Tender - Lettering will be done on both north and south sides of Tender. Put C&TS "toilet seat" logo on. Put large C&TS sign across Tender. Add small 495 number.

Red Box Car - Lettering will be done if we can find stencils on north side only. Keep Off. More lettering on west end giving more data. More lettering on east end.

Stock Car - Lettering will be done if we can find stencils on north side only. CAPY 50000, LD LMT 55000 & LT. WT. 29400

Team Leader, Session B: Valley Lowrance

Team Members, Session B: Fred Pittroff

Work Accomplished: C&TS lettering put on both sides of Tender. The railroad wanted this lettering rather than C&TS "toilet seat" logo so that it matched the running RR. 495 numbering was also placed on sides and back end. Keep Off lettering was done on Stock Car, Red Box Car and Refer.



Fred Pittroff & TL Valley Lowrance taping stencil in placed.



TL Valley Lowrance painting with stencil taped in the proper location on the car.



Finished and it looks good!

Session G:



Valley Lowrance stenciling 494 tender, Two Standard Gauge Box were also re-lettered.

Project Status: Completed

Project 0740 – Wood Preservative Treatment

Objective: Apply wood preservative treatment to Chama Trestle walkway, Depot deck, 6 flat cars and 3 gons.

Team Leader, Session D & E: Spero Bettalico

Team Members, Session D:

Team Members, Session E:

Work Accomplished: See below.

Project Status: Not Completed – Nothing was done on this project this year and probably needs to be rescheduled.

Project 0750 – Milepost & Whistle Board Maintenance

Objective: Paint all signage and replace as needed. Again this year we will work both the east and west ends of the line from a car or truck and walk to the job site. Most of the Chama to Los Pinos area is short walks. Working Antonito to Lava, will require a truck and longer walks. If we can get a speeder we will work between Lava to Sublette, Sublette to Osier or Osier to Los Pinos.

Team Leader, Session C: Jim Gross

Team Leader, Session D: Bob Ross

Team Members, Session C: Paul Davenport, Mike Mahoney, John Mitchell, Frank Smucker & Terry Woolsey

Team Members, Session D: Susan Dick & Richard Dick (Tuesday & Wednesday) Susan assigned to Kitchen Car and Richard assigned to Don Stewarts team.

Work Accomplished: Session C: by Team Leader - Jim Gross 6-28-2013

01 - Summary Report of Work

Painted Mileposts - 8 each

Touched up Mileposts - 4 each

Touched up Whistle Boards - 5 each

Made and installed Yard Limit signs at Osier - 2 each

Made and installed Bridge Numbers (both ends) of Cascade, Cresco and Lobato trestles.

Painted Letters on State Line signs at Whiplash Curve - 2 each

Painted Lettering on Private Property signs - 5 each

Cut brush to be able to see and maintain mileposts and whistle boards as needed.

Note: The friends truck needs tires and maintenance. The tires are a safety issue that needs to be handled before next year's work session.

02 - Detailed Report of Work on the Line

295.90	SL	Painted letters
295.95	SL	Painted letters and cut brush
296.00	MP	Paint
300.00	MP	Cut brush
301.00	MP	Cut brush
302.00	MP	Paint
302.50	WB	Touched up
302.70	WB	Touched up
306.00	MP	Paint
306.30		Section house - Removed door and took to Chama
317.60	YL	New Painted and installed
317.70	WB	Touched up
318.00	MP	Paint
318.50	Flanger	Paint
318.01	YL	New Painted and installed
319.00	MP	Paint

319.95	MP	New	Bridge numbers at Cascade
320.80	WB	Touched up	Walked to
321.00	MP	Touched up	Walked to
322.00	MP	Touched up	Walked to
323.00	MP	Touched up	Walked to
324.00	MP	Touched up	Walked to
324.20	WB	Touched up	
335.16	MP	New	Bridge numbers at Cresco
339.78	MP		Replaced bridge numbers at Lobato

03 - Detailed Report of Work in Yard

- PP New Painted text on 4 new private property signs for Lava and the Narrows.
- YL New Made two yard limit signs for Osier
- BN New Painted bridge numbers for Cascade, Cresco and Lobato trestles and made wood mounting boards as needed.



301.00 Terry Woolsey & Mike Mahoney & Paul Davenport



John Mitchell & Paul Davenport after hiking 3 and 5 miles, respectively, to paint MP 321 and MP 322.



Frank Smucker after installing the new bridge numbers on Cresco bridge.



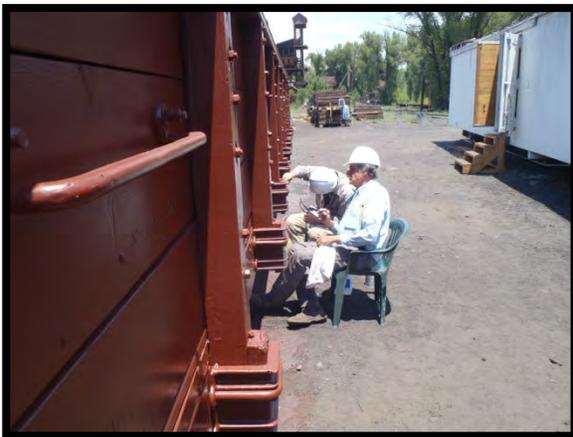
Terry Woolsey & Mike Mahoney painting MP 302



Terry Woolsey and TL Jim Gross in Chama yard working on a couple Osier "Yard Limit" signs they will install later in the work session.

Work Accomplished, Session D: By Team Leader – Bob Ross 6-28-2013

Chama River Bridge Numbers, 5 mile posts painted, 8 whistle boards painted, 1 yard limit sign painted, 1 40 car sign painted, 1 Coxo station sign painted, 1 Lava station sign painted and Rider Gon 6205 numbered.



TL Bob Ross and Richard Dick number "Cinder Bear" Rider Gon 6205.



Susan Dick, TL Bob Ross and Richard Dick work on Lava Station sign in the Chama yard.

Project Status: This is an annual project.

Project 0780 – Maintenance of Wheels, Brakes & Safety Appliances

Objective: 1. Swap trucks under the Cinder Bear car. RR to identify donor trucks and assist with moving trucks.
2. Check brake systems on stock cars 5600 and 5706 and other cars soon to be rebuilt.
3. Examine wheel sets in swamp and determine viability for use.

Team Leader, Sessions A, D & E: Clyde Putman

Team Members, Session A:

Team Members, Session D: Chuck Duecker

Team Members, Session E: Hardy Cruise, Peter Lenicheck, Ron Schaefer & Brooks Wilson

Work Plan: 1. (Cinder Bear Rider Gon #6205) Drop brake rigging, Lift each end with forklift, crib, roll out old trucks, RR to move old trucks away and position donor trucks. Reinstall brake rigging and adjust.
2. Put air on brake systems, identify problems, and make repairs as appropriate for a car that will be getting a lot of restoration.
3. Check wheel sets for flat spots and wear. Label with problems.

Work Accomplished: Monday – Chuck Duecker joined my team. We got several projects started, but as far as things brought to completion: 1. Cleaned and sprayed rust preventative paint on the journals of the wheel sets removed from the Cinder Bear car during “A”. The wheels are shot, but the axles may be reusable. 2. Cleaned the retainer valve and retainer on Gondola 1232.



Cinder Bear Rider Gon #6205 an end has been raised in order to remove the wheel set.



A better wheel set being moved under the car.

Tuesday – The brake/bearing team had a busy day Tuesday. Tested brake system on stock cars 5691 and 5841. Both passed. Rebuilt and installed triple valve on high side Gondola 1232. Brake system passed except not adjusted as linkage is not yet complete. Rebuilt and installed triple valve for the new tool car. No on car test yet. With the help of Marshal Smith, set up the new triple valve test stand. The test stand was used to test 4 triple valves, 3 of which had known defects before rebuilding.



TL Clyde Putman working under car 1232.



TL Clyde Putman and Chuck Duecker work on a newly built Triple Valve Test Stand.

Wednesday – Problems had been reported on drop bottom gondola 801. Chuck and I did a break test and it passed with flying colors. Car 1149 was discovered to have a leak in the train line inside the queen post. Repair has been put on hold so we can attend to other cars. Water car 04904 had a leak at the crossover "T" coupling. While very difficult to get to, we tightened the coupling and the brake system passed inspection. It has a lot of junk inside that may need cleaning before use. Stock 5553 passed its brake test with flying colors. Repaired triple valve installed on the new tool car and tested well. More adjustments needed before the car get much use on the road.

Thursday – Designed, built and installed temporary wooden bearings for UTLX 12962. These bearings will allow the car to be gently moved in the yard which will make future restoration a lot easier, as well as give more flexibility in the use of the South Yard by the railroad. A big thank you to Bob Reib who suggested an ingenious way to create the seat for the axle. This project will be completed during Session E.

Friday – Installed a triple valve on Reefer 169. The valve for this car had been borrowed to replace a defective triple valve used on the movie train.

Examined UTLX 12757 and explored a course of action to lower the high coupler and make the car road able.

Session E: UTLX 12962: Wood temporary 'bearings' installed. Car should be safe to move a little bit in the yard. Special thanks to Chuck Duecker for creating the bearings.

High Side Gon 1232: The rebuilding team hung the brake beams at the end of session "D". We tested brakes during "E" and they pass. Car still needs paint.

Box 3014: Conductor Jim McKeel reported a leak; the coupling to the triple valve had broken. Because there were problems with the alignment of piping and the brake system, the repair was difficult, however 3014 is now airtight.

Drop Bottom Gon 724. RR requested that we inspect this car. Team repaired a VERY clogged retainer line. With the line clear, car passed our brake test.

Hi-Side Gon 1159: I am especially pleased about this car. On Thursday of the work session Ed Boudette reported that several nuts on the trucks were missing. I determined that the bolt threads would need to be cleaned. I said there was no way to accomplish this during "E". On Friday the team cleaned and chased the threads, installed new nuts and the car can be put back into service. Hardy and Ron took on this project with assistance from Peter.

UTLX 12757: This was the main project for session "E", the "A" end was too high for operation. With the help of the RR, the car was lifted using the forklift and cribbed. Truck removed and disassembled, we relocated the steel shims above the journal boxes and removed excess shims from above the truck bolster springs. We reassembled the truck. Again, with assistance from the RR the car was lowered on the truck and the team reassembled the brake rigging. Special thanks to Marshall for his threading expertise, as well as to Avery who organized his staff and to Mike Thode who was operator for lowering the car. Everybody on the team took part as lots of muscle was needed moving cribbing and loosening nuts. More special thanks to Peter, when us old guys got tired, Peter was always still going strong and ready to pull a wrench or move a cribbing tie.

Hi-Side Gon 1149. The RR tried to use this car for the movie, but bad ordered it due to a leak. During "D" we determined it was in the trainline inside a beam. This type of car has enough clearance for a repair, so during "E" the team cut the trainline and replaced the section through the beam.

MOW 0609: A couple of years ago a Bettendorf truck was placed on this car by mistake. The RR pulled out the entire string of cars so that Mike Thode could use the forklift to remove the truck. With any luck, it will eventually be placed beside its mate in the swamp. Special thanks to Ed Boudette and Alan Loomis who organized the car moves as well as to Avery who assisted with the lift and Mike Thode who was operator.

B.A.R.F.: During "D" the woodshop made shutters for the Brake Appliance Repair Facility. During "E" the team completed the project with latches on the inside. When a session starts the shutters can be removed (leaving the glass sliding windows fully functional) and end of session, the shutters should be replaced for security. Also, Brooks Wilson took charge of organizing the facility which now not only looks better, but more importantly we can easily find the materials we need and have room to work.

Project Status: This is a railroad support function.

Project 0790 – Sheep Pen & RR Property Mowing

Objective: Spruce up the livestock pen area and adjacent railroad property. This will improve the appearance as well as reduce weed propagation and make a safer work environment for the volunteers doing restoration work in that area.

Team Leader, Session D: Lynn Jones

Team Member, Session D:

Work Accomplished: Ted,

We did not mow this year because the Kubota tractor stayed at Antonito and it is the only one that the brush hog attaches to.

Len Jones

Project Status: See above.

Project 1003 – Cook Car #053 Restoration

Objective: 1. Install new central roof rafters. 2. Install new central roof tongue & groove roofing. 3. Install metal roof and trim. 4. Place roof walkway and metal railing. 5. Replace grab irons and other safety appliances. 6. Interior trim and clean up.

Team Leader, Sessions A, B & G: Craig McMullen

Team Leader, Sessions D: Mike O’Nele

Team Members, Session A: Noreen Breeding, Roger Breeding, Chuck Dueker, Jack Heierman & Tom Hiscox

Team Members, Session B: Noreen Breeding, Roger Breeding, Jack Heierman, Robert Kohler & Fred Pittrof

Team Members, Session D: Matthew Jameson & Mick O’Nele

Work Accomplished: Work to be accomplished; continue restoration as cook car for rotary outfit.

Tasks accomplished:

1. Prepped clerestory top rails and plugged screw holes with dowels.
2. Installed new oak clerestory carlines with 3” #16 screws.
3. Installed new clerestory fascia trim of 1x3” clear vertical grain (cvg) Douglas fir with screws.



TL Craig McMullen screws down a carline using 3” #16 screws. New carlines were installed the full length of the roof.



New tongue & groove roof all screwed down.

4. Placed Grace ice and water shield over wood on side roofs and then placed pre-bent sheet metal roofing with roofing tar and attached with a combination of roofing nails and wafer head self-tapping screws.



Grace ice and water shield over wood on the side roofs.



Pre-bent sheet metal roofing with roofing tar and attached with a combination of roofing nails and wafer head self-tapping screws.

5. Installed new wood roofing on clearstory of 3/4x3 1/4 clear mixed grain (cmg) Douglas fir with 2 1/4 in ring shank nails.
6. Covered curved ends of clerestory with strips of birch bender-ply to fit profile and nailed to carlines.
7. Placed Grace ice and water shield on clerestory roof.
8. Installed preformed sheet metal roofing on clerestory as on side roofs.



Grace ice and water shield installed on the roof.



Pre-bent sheet metal roofing with roofing tar and attached with a combination of roofing nails and wafer head self-tapping screws.

9. Installed roof walk hand rail with 3/8 bolts and tarred all seams and holes.
10. Installed roof walk saddles and roof walk with bolts and screws.
11. Installed grab irons on platforms, RPO door edges and above doors.
12. Placed new quarter round molding in all spaces between walls, roof, carlines and dividers.
13. Primed all new wood and caulked open spaces.



Roof walk blocks have been installed.



Roof walk was installed and in Session D Mick O'Nele does some caulking on the clerestory windows.

Session G: Completed installation of all remaining interior wood trim. Rebuilt, glazed and installed B end window. Installed new cook stove piping inside and installed roof stack for stove. Installed metal corner post protectors on RPO door. Installed new bracing for retainer valve piping. Made and installed new baseboard molding in B end of the Car.

Project Status: Tasks yet to be done.

Install step under RPO door.

Paint interior.

Paint, letter, number exterior

Place new glass in 3 windows (John or Ed have measurements).

Couplers, brake rigging, air system all need to be evaluated (status unknown).

Fabricate trucks.

Project 1004 – Restore RPO X54 as RPO 54

Objective: Continue rebuild of RPO 54: Install Clerestory windows. Glaze and install side and door windows. Install bottom sheathing. Reinstall brake rigging and adjust. Install end striker plates. Install steel side sheathing. Install interior wall and trim. Install interior subfloor and finish floor. Build and install interior bag racks, sorting rack & grab irons. Paint exterior and interior & apply lettering.

Team Leader, Session B, C, D, E & F: Don Bayer

Team Members, Session B: Joe Kanocz, Mike Kuhl & Philip Kuhl

Team Members, Session C: Norval Alliston, Todd Frazier, Don Jones, Mike Kuhl, Phil Kuhl & Richard Pennick

Team Members, Session D: Todd Frazier, Bob Keene & Evan Martinez

Team Members, Session E: Vance Behr, Barry Morris, John Pierce, Kevin Sherrow & Wayne Shirley

Team Members, Session F: John Berges, Geof Gordon & Barry Morris

Work Accomplished:

Session B: Masked glass of clerestory windows for painting. Installed 38 clerestory windows and attached window retainers. Continued installation of underbody sheathing. Began installation of steel side sheathing.



Joe Kanocz and TL Don Bayer making an adjustment.



Fitting the wood underneath the car is no easy task – it's hard on old backs!

Session C: Finished installation of steel side sheathing. Designed and built bathroom water tank enclosure. Began installation of Oak flooring. Installed ceiling trim on clerestory and roof.

Session D: Continue installation of flooring. Caulk and sand car for exterior painting. Sprayed coat of primer on entire car.



Steel plate has been securely fastened!



Framing for water reservoir being worked on.



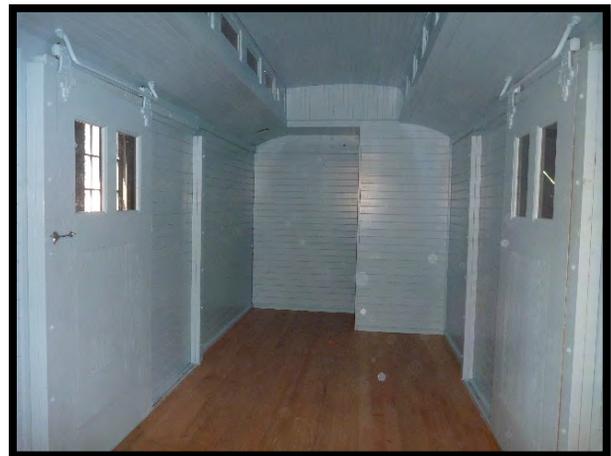
Evan Martinez screwing the oak flooring down.



Todd Frazier cutting another piece of flooring



TL Don Bayer installing painted window frames.



The finished product!

Session E: Finished Oak interior flooring. Cut and installed RPO-Baggage divider wall. Cut and installed bathroom wall. Cut and installed interior trim. Cut and installed 3" x 3 1/2" door

posts. Finish installing underbody sheathing. Tighten and adjusted brake rigging. Cut bend and install train line pipe, fittings and air hoses.

Session F: Cut and welded end sill striker plates to be installed later. Interior trim and baseboard finished. All windows and Oak floor were masked for painting. Sand and prepare exterior for painting. Painted interior Tuesday and Wednesday. Moved car to Chama roundhouse stall for painting exterior due to weather. Painted exterior Friday and shoved car into roundhouse for paint to cure.

Following Session F, All masking tape and floor covering were removed to prepare car to be used in movie August 17, 2013. Mail bags and Bag racks were temporarily installed, and a safe and miscellaneous baggage items added for movie.

After the movie shoot car was spotted in front of Chama depot for the public to view. When train season is over car will be covered with tarp for the winter.



Engine 463 and RPO 54 headed to the movie set.



RPO 54 setting in the Chama yard after the movie shoot was over for a few days.

Project Status: Items yet to be finished: Letter sorting rack. Mail bag racks installed. Interior grab Irons installed. Bathroom details installed. Heating stove installed. Apply lettering and clear coat for UV protection. Air brake reservoir, triple valve, retainer valve and hand brakes installed. Install end sill striker plates. Paint roof and under frame black.

Time needed to finish car: 4 weeks and 2 volunteers each week. Estimated finish date June 2014.

Project 1005 – Plan Car Inspector’s House - Reconstruction

Objective:

Team Leader, Session C & D: Bob Conry

Team Members, Session C: Pete Dahlberg, David Ferro

Work Accomplished: On 6/18/13 we started minor demo to the south and east walls of the Car Inspector’s House looking for the cause behind the bulge in the wall. We soon learned that when the wall was removed to install a garage door there, that a switch tie was installed as a header and two regular ties were put in to hold it up. Upon removal of the doors in later years, the space was filled with anything they could find and no one worried about how straight the job was done. It turned out that the header and posts were plumb along with the front east wall.

After removing the fill wall and ties we framed in the new wall and window with full 2x4s that were stacked in the building and sheeted it with materials also left in there. I still have a lot more work to do yet on the south wall before I put the siding back on.



South wall before demo was done.



After demo, new framing has been done with full 2 X 4’s that were used originally.

Before I left the site I did a thorough inspection of the framing of the building and found rotten wood and broken boards, but nothing I cannot fix or replace.

I know I can get this building back to the condition it was in when it was built in 1911, if we can get permission to do so.

Project Status, Not Completed: Without a doubt there is a lot more work to be done and right now I’m unable to give any timeline on work sessions because I will need to get a plan of the actual building when it was first built and where the rooms were located.

Project 1017 – Coal Tipple Restoration

Objective: To restore the Chama coal tipple in accordance with the recommendations in the Kells report of 2002. Continue to repair and replace deteriorated and rotted material in the pits and coal bunker area. Align the bucket guides and restore the buckets to operation.

Team Leader, Session E & F: John Sutkus

Team Members, Session E: John Soos, Both of us worked on High Side Gon 9558 for Bill Pratt

Team Members, Session F: Ron Schmitt & John Soos

Work Accomplished:

August 5: Pump out north and south bucket pits. Lay out replacement angles and plates for bucket guides. Power and hand wire brush surface prep angles and plates. Brush paint angles and plates with rust-inhibitive primer. Drive to Antonito to pick up Milwaukee mag drill and annular cutters for use in drilling new holes in existing angles.

August 6: Paint angles and plates with brown oil-based paint for color coat. Set up mounting plate for mag drill. Layout new holes in existing guide angles for splices to new angles. Start drilling new holes in existing angles.

August 7: Pumped out the bucket pits again. Laid out and finish cut angles in north pit. Rain at 1:30PM, followed by area-wide power failure at 2:00PM. No further work this day.

August 7: John Soos sent to Sublette on the morning train with material and equipment for repairing the damaged roof at the Sublette section house. Rain in Chama, 10AM to 11AM and noon to 2PM. Pumped out the bucket pits again. Installed guide angles in the north pit. Started installing angles in the south pit.

August 8: John Soos sent to Sublette to help Russ Hanscom with Sublette section house repairs. Finished installing new angles in south pit. Returned all tools and cleaned up site at noon.

Project Status: Remaining work is aligning bucket guide rails, installing the balance of the lightning protection system (if the details can be worked out with the state building officials), relining the bunker, cleaning out the coal dump, and repairing the concrete in the coal dump, if necessary.

As a side note, John Soos is very interested in getting the Fairbanks-Morse diesel running. He has done a bit of research on it and may want to start on that next year. We will have to rearrange some of the interior fixtures to safely accommodate the preheating of the head necessary to get the thing running.

Project 1026 – Derrick OP Restoration

Objective: Complete OP through painting and ready for testing. Remove siding from cabin, replace bad structural members and replace siding. Install new doors and windows (made 2012). Complete repairs to brake rigging. Complete installation of crane rigging. Install electrical conduit and wiring. Complete steam piping and insulate piping. Install truss rod washers on idler flat and tension rods.

Team Leader, Session C, D, E & F: Russ Hanscom

Team Members, Session C: Chuck Dueker, Robert Hawkins, Wayne Huddleston, Grant Luckhardt, Jim Millhouse, Jr. Adolph Weigant & Fred Williamson.

Team Members, Session D: Grant Luckhardt, & Jon Weiss

Team Members, Session E: Leon Beier, Chuck Cover, Don Deuell & Chuck Dueker

Team Members, Session F: Leon Beier, Chuck Dueker, Jim McGee & Bob Michel

Work Accomplished, Session C: The plan for the two sessions was to strip the siding off of the cabin, make minor structural repairs to the cabin frame, and reinstall siding. As it turned out, the frame required a bit more repairs than anticipated and the siding did not arrive.



Side of cabin with rotted wood removed.



TL Russ Hanscom works on a cable pulley.

On the idler flat, the new truss rod washers were installed and the truss rods were tightened. The loose bolts on several hand grips and one foot step, A end, were fixed with special washers.

Siding was stripped off of the BL cabin side and part of the B end. The gable end trim which was teak was removed intact. Plans were made to replace the BL corner post, 8" square oak, in its entirety.

One outrigger post was assembled from new hardware and new wood. 40+ square 3/4" lock nuts were installed on the A frame assembly.

The sheaves were installed in the mast triple block; the new axles in both blocks are equipped with grease fittings. Two snatch blocks were reassembled.

Wood was finally located for the two window frames and they were cut to size.

The BL and BR forward cabin posts, one BL intermediate post, and one diagonal post had new lower ends spliced on; the old tenons had rotted off.

Decking was cut out to allow lowering of the cabin and the side sills were mortised for the tenons. With the frame repaired, the cabin was lowered onto the car. Three vertical truss rods that had been previously cut were spliced with coupling nuts.

Session D: Belt blocking was replaced on the BL side and B end. Eight ft. siding was primed for the B end. A new tool cabinet was installed in the BL corner, replacing the original one which was beyond repair.



A new door for the new tool cabinet has been installed along with new shelves.



Jon Weiss primes new tongue and groove siding.

Decking was drilled to allow passage of the 1 ½ " diameter truss rods passing through the cabin and with the help of volunteers from adjacent car projects, the truss rods were carried to the car and inserted through the holes. The cabin to A frame truss rods were installed and turnbuckles were tightened, completing installation of the large truss rods.

The B end rail hold down eye bolts were installed. Consultation was had on the restoration of the electrical system.



Siding has been installed on the B end.



B end with the door installed – end of Session D

Siding was installed on the B end and the hand grabs and other special hardware were installed. The new cabin door was hung. The roof walk boards were primed.

The area was cleaned up and secured until August.

The goal for E and F is to complete the siding and have the car primed for the winter.

Session E: The electrical system was reinstalled with upgraded components to meet current electrical codes; most of the original conduit and light fixtures were reusable. With modern weatherproof boxes it looks a little different than the original system. By using suitable bulbs, it can be used with a steam dynamo producing 32 volts or a modern engine generator producing 120 volts.

Once the nine ft. siding arrived, it was primed in preparation for installation. The BL then BR cabin sides were sided and the previously prepared window frame and shutter was installed.

Hardware installation was started with the AR cut lever stop and then numerous grab irons and many lock nuts were installed. The rope cleats for the swing system were installed.

Heavy saw horses to match those in old OP action photos were designed and construction of them was started using spare wood.

Canvass was placed on the roof and wet then stretched using hanging weights; it was left to dry over the weekend, hopefully between thunderstorms.



Where necessary rotted framing material in the Cabin structure was removed and splices made leaving as much of the original material as possible.

Session F: The canvass roof cover was screwed down, trimmed, and sealed with four gallons of sealer.

All cabin siding was completed. The second cabin window and shutter were installed.

Two 7/8 D truss rods that cross through the bottom of the cabin were installed.

The main engine steam lines were wrapped with insulating material up to the main shutoff valve. The heater coils were mounted.

The heavy saw horses were completed; lots of effort was required to get all the compound angles correct, thanks to TL Bill Strathearn in the wood shop.

All remaining hardware including the B cut lever and hand brake staff were mounted except for the roof grab irons.

OP and the idler car were connected in preparation for the move of the two cars to the painting area. The boom was not connected so the cars could be easily separated for better painting access.

Scaffolding was broken down and returned to storage. Scrap wood was placed in containers and moved to recycle/disposal. Tools and equipment were put away and the area was cleaned up.



OP at the end of Session F - 2013

Project Status: The following items are needed to complete OP. Paint and letter OP and the idler car. Install the roof walk (wood cut and primed) and roof grab irons. Connect the boom to OP and string the cables. Obtain, service, and install dynamo. Extend the steam supply and exhaust pipes through the roof and insulate them. Install minor steam piping for the heater, dynamo, lubricator, and pressure gauge. Lubricate boom tip cable sheave.