

# Car 25 Shop Journal

## Fort Collins Municipal Railway Society News

Chapter 2, October 2009

[www.fortnet.org/trolley/car25/](http://www.fortnet.org/trolley/car25/)

to streetcar specs. Cost estimate is \$15,000-25,000.

- Motors – In great shape and ready to test.
- Brake hangers – Need re-enforcing due to previous wear apparently caused by operating the car without brake shoes.
- Journal boxes – The new boxes need some machining and test-fitting with the side frames. We'll probably have to add wear-shims to the side frames to accommodate the new boxes.

Here's an update from Chapter 1:

All parts have been identified and shelved. These parts need replacing or rebuilding (see the following tasks for more details):

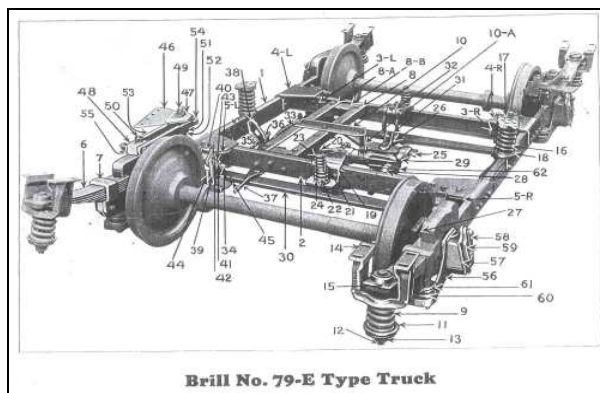
- Sand boxes – Missing. New box design being created by **Bailey Floyd** & dad.
- Sand traps – We have two in bad shape. We need to fabricate or cast four new ones.
- Destination boxes – Finish interior and exterior doors, make and install new rollers, and replace the roller mechanisms.
- Air and electric components – Rebuild, refurb, and/or replace components, then test each.

After **Reid Jacob** examined the frame, he found that we only needed to replace two angle-iron purlins. Later, we'll also need to add shims over the purlins to provide a level base for the flooring.

After examining some side windows, we've decided to remove all windows for repairs and painting. We will also be rebuilding the end windows with safety plate glazing, then fit the four corner-end windows in fixed positions as with Car 21. We'll also add fittings to the center-end windows so they operate as per Car 21. **Roger Smith** and **Fred Snyder** are tackling this task.

We have lots to do before test-fitting the truck components together:

- Wheelsets – Dimensional drawing done and drive gears cleaned by **Reid Jacob**. We're looking for a shop to machine new axles, mount new wheels and gears, and machine the wheels



Examination shows that much of the piping needs replacing. **Reid Jacob** and **John Cooney** plan to begin this fall. At the same time, these components need attention:

- Air tanks – The main tanks are too rusted to be trust-worthy or repaired. Two replacement tanks will cost \$800.
- K-1 valve – Being rebuilt and certified by **Sean Jackson** at the D&SNG car shop.
- Brake cylinder – We have replacement parts to rebuild it.
- Air compressor – Needs testing and PM.
- Brake valves – Need testing/refurbishing.
- Cut-off valve - Needs testing/refurbishing.
- Check valves – All need replacing.
- Deadman sensors and foot-valves – Need testing/refurbishing.

We've built an air-test fixture to help test and calibrate air components in the shop.



*Car 25B (still in SCANA colors) is finally getting some attention in the Howes St. barn.*

Although the exterior looks good with its recent paint job and the interior looks very nice, **Roger Smith** sees lots of details that need attention, including:

- Windows need hardware refitted correctly and exteriors prepped and painted.
- End windows must be fitted permanently and center windows fitted to open as per Car 21.
- Destination boxes need door stops and catches, replacement rollers, replacement roller mechanisms, and refitted outer windows.
- Exterior end-moldings need rework.
- Some interior woodwork needs refitting or replacement prior to remounting controls.
- Access doors to motors need rebuilding.
- Safety catchers need refinishing and/or rebuilding.
- Missing emergency steps to the roof on each side of the car need replacing. Fortunately, Roger has one original step and has some replacement parts cast for the car 21 restoration which he can finish and install.

The Car 25 Shop will be open 5-6 PM on October 23 for you to view our project, meet the team and car 21 crew. The Howes St. barn is at the corner of North Howes and Cherry Sts.

We still need volunteers with skills in plumbing, electrical, painting, construction and mechanical areas. If you're interested but haven't contacted us, please call **Carol Tunner**, 970-484-3957 or email us at:

**fcMrs@netzero.net**

If you've already told us that you want to help restore Car 25B, you'll continue getting this journal via email or our newsletter. We'll also be contacting you as projects are started to see if you're available to help. If you have questions or wish to be removed from our list, email us.

If you cannot help us physically, please consider a donation to help restore Car 25B. See the form accompanying the enclosed **Trolley Fare**. Mark your check "Car 25 restoration."

**Thanks You!**



*Cars awaiting duty at the Howes St. barn 1947*  
**Cars 24B and 22 resting in front of the Howes St. barn in 1947. (Car 24B was the other car from Richmond, VA.) Car 25B is now in the left-hand bay receiving our personal attention. Photo courtesy the Fort Collins Museum.**

#### **Car 25B Restoration Team**

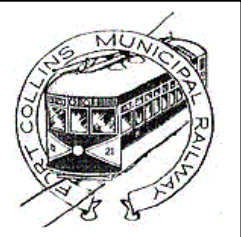
Project Manager: Craig Stith, 498-0286  
 Volunteer Coordinator: Carol Tunner, 484-3957  
 Technical Advisor: Roger Smith  
 Fund Raising: John Beckett, 482-0130  
 Mechanical: Reid Jacob, Roger Smith, John Cooney, Sean Jackson, Bailey Floyd  
 Electrical: Al Jackson, Charlie Rock  
 Woodworking: Roger Smith, Fred Snyder  
 Painting: Dan Holland

# Trolley Fare

## Fort Collins Municipal Railway Society News

Volume 29, Number 2, October 2009

[www.fortnet.org/trolley/](http://www.fortnet.org/trolley/)



If you volunteered on Car 21 operations this season, you're invited to our annual crew dinner to celebrate another great operating season and the start of restoring Car 25:

**Where:** Webster House, 301 E. Olive St., just south of the Fort Collins Museum.

**When:** Friday, Oct. 23: Social ½ hour, 6:00 PM. Dinner: 6:30 PM.

**What to bring:** Just yourself and SO. The dinner will be catered thanks to a special friend! Please be sure to reply to **Gary Thomas'** email to confirm your attendance.

Prior to the dinner, the Howes St. barn will be open 5-6 PM for you to view the Car 25 Shop. The original FCMR car barn is at the corner of North Howes and Cherry Sts.

We welcome these new and returning members to the Society:

### Associates:

<b>Lee Boening</b> , Fort Collins (FC)	<b>William Billings</b> , FC
<b>Norm Fitzpatrick</b> , FC	<b>Robert Gomora</b> , Loveland
<b>Mel Hilgenberg</b> , FC	<b>Brian James</b> , FC
<b>Chris Johnson</b> , FC	<b>Mary Krbec</b> , FC
<b>Duane Leach</b> , FC	<b>Roger Richardson</b> , FC
<b>Charlie Rock</b> , FC	

### Families:

<b>Jeff &amp; Connie Cleverley</b> , FC	<b>Rick &amp; Sherrie Isham</b> , FC
<b>Sean &amp; Danette Jackson</b> , Bayfield	

### Sponsors:

<b>Darrell Arndt</b> , Englewood	<b>Robert Godwin</b> , FC
<b>Simon Turner</b> , FC	

**Benefactor:** **Jim Koehler**, Wellington

**Lifetime:** **John Rushton**, Alberta, CA



*A gaggle of new and veteran crewmembers (left-to-right):  
Mary Krbec, Moose Shattuck, Jonathan Hole,  
Carol Tunner and Robert Gomora.*

These new members completed operations training this year:

**Jeff Cleverley**, motorman  
**Norm Fitzpatrick**, conductor  
**Rich Guggenheim**, conductor  
**Chris Johnson**, conductor  
**Duane Leach**, conductor  
**Paula Shattuck**, depot agent  
**Lisa West**, depot agent

**Jack Coman**, conductor  
**Robert Gomora**, conductor  
**Jonathan Hole**, conductor  
**Mary Krbec**, conductor  
**Tom Rueb**, motorman  
**Simon Turner**, motorman



*Depot Agent Lisa West showing our latest souvenir,  
a classy water bottle featuring our famous car 21 logo.*

by Gary Thomas

Once again, we enjoyed a great year for charters. In spite of Car 21 being down a couple of weeks in May, which is our prime time for school charters, we still ran 68 hours of charters throughout the season, raising some \$2,000 for the society.

As before, we had two major sponsors: a local foundation paid for the 4<sup>th</sup> of July free rides and supported the Historic Home Tour with both an evening event and then free rides to the tour members on Saturday. The Downtown Business Association with underwriting from Austin's restaurant sponsored two days of free rides during Shop Fort Collins Days in July.

One unusual charter was a national rail tour originating on the East Coast. Because of a change in Amtrak's schedule, they had an extra day on their hands and bused up from Denver to ride Car 21. They seemed pleasantly surprised and perhaps we will see them again. A model railroad group and an historic car-restoration club brought lots more restoration experts to look and ride the now-famous Fort Collins Trolley.

This year Poudre School District changed its internal bus policy, leaving some 2<sup>nd</sup> grade classes unable to have a bus



wait while they did the Avery House / Trolley outing couplet. As a result we did some very innovative scheduling so that we both informed them and 'bused' them from the Avery House back to City Park.

We had the usual weddings, family picnics, and summer day camp outings. Our last charter of the season was for the wedding of former board member **Bob Hutchinson's** daughter. (No, Bob did not drive in his tux and red suspenders!). Congratulations to Bob and **Karen**.

One charter had an unexpected benefit. We took members of the Fort Collins City Council and the City Manager for an outing. In the course of the ride we talked about the need for a dedicated streetcar signal at the intersection of Shields St. and Mountain Avenue. **Dan Holland** had been looking for an opportunity to install one, but we lacked the funds. After sitting at the red light at Shields St. wondering if the driver in the next lane talking on the cell phone was going to see us or not, the City leaders found some matching money and Dan put in our long-awaited signal. Thanks, Dan, for that great safety improvement!

As done last year, we shortened our route on a Saturday in September to accommodate a block party on Mount-ain Ave. They paid for a charter as well and their party attendees also got free rides. What a change in support for the streetcar from the construction days in the 1980's.

At the usual risk of leaving someone out, here are the crew members who worked hard to make charters happen this year: **Bob Beavers, John Beckett, Bob Browning, Jeff Cleverley, Matt Cook, Tom Dandy, Dick Erickson, Robert Gomora, Al Jackson, Greg Koch, Mary Krbec, Phil Leathery, Roger Mitchell, Tom Rueb, Moose Shattuck, Roger Smith, Deb Stith, Wayne Sundberg, Adam Thomas, Gary Thomas, Carol Tunner, Simon Turner, Myrne Watrous, Evan West, Kelly Zweifel**. Thank you everyone!



*Motorman Beckett stopping Car 21 at Roosevelt & Oak Sts., near City Park in late September 2009.*

by **Carol Tunner**

We have just successfully completed our 25<sup>th</sup> season! Congratulations all! And what a busy season it has been with the most new recruits ever. Hoping not to leave anyone out, here was our 2009 crew:

Returning motormen: **Bob Browning, Deb Stith, Bill Shattuck, Al Jackson, Greg Koch, Roger Smith, Kirk Petty,**

**Ken Stitzel, Bob Beavers, Doug Gennetten, Dick Erickson, Fred Snyder, Gary Thomas, Adam Thomas, and Roger Mitchell.**

New motormen: **Sean Jackson, Simon Turner, John Beckett, Jeff Cleverley** and **Tom Rueb**.

Returning conductors: **John Beckett, Evan West, Wayne Sundberg, Mathew Cook, Phil Leathery, Harold Kelley, Tom Dandy, Myrne Watrous, Gary Boughton, John Waples, Tom Boardman, Ken Stitzel, Al Jackson, Gayle Watkinson, Kelly Zweifel** and **Carol Tunner**.

New conductors: **Mary Krbec, Jonathan Hole, Chris Johnson, Robert Gomora, Jack Coman** and **Duane Leach**.



*Conductor Mary Krbec collecting fares at City Park Depot on September 27, 2009.*

This year we had our most-successful staffing of the depot ever with new Depot Agents **Paula Shattuck** and **Lisa West**, plus **Gary Boughton, Al Jackson, Evan West, Mathew Cook, Wayne Sundberg** and **Carol Tunner** working shifts in the depot along with anyone else I missed. This staffing was much appreciated by conductors on duty who got a little welcome break.

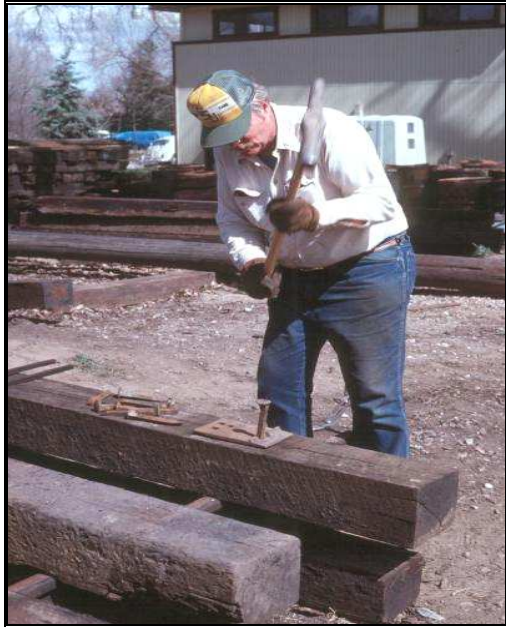
Next year we hope to see additional veteran conductors come back (**Angie Joseph, Robin Holland, Ed Giese, Roy McBride**) and veteran motormen serve again (**Craig Stith, Corey Jackson, Dan Holland**). In addition, we have these new recruits ready: motorman **Lee Boening** and conductors **Norm Fitzpatrick, Rich Guggenheim, Tom Zillion, Brian James, Betty Brown** and **Michael C. Smith**.

With this huge conductor crew to manage, I'm going to beef up training next year with mandatory attendance at one of three training sessions in April, and cards to carry in your pocket with important dates on one side and reminder conductor duties on the other side. This should help new and seasoned volunteers. Thank you for all your work; I hope it was fun.

The cover page shows local vintage-auto-club members boarding Car 21 at City Park on August 28, making one wonder if this scene was in the 1930s or 2009. Roger Mitchell took the photo and ran the charter.



On this page are photos showing volunteers rebuilding the Mountain Ave. line, Car 21 running in an early snowfall when we used to operate in October, and both of our cars on a charter in 1950.



**Ed Hanson setting spikes for another track panel behind the W. Mountain Ave. barn in the 1980s. Yes, all track was built by hand. Photo by Bill Kepner.**



**Les Batman assisting another volunteer connecting track panels at Shields St. After connecting new panels we lined, leveled and ballasted them by hand. Photo by Bill Kepner.**

Some members are already getting a PDF copy of **Trolley Fare** via email. If you'd prefer to get our newsletter the day it goes to the printer rather than waiting for snail-mail, please email your editor: [fcrms@netzero.net](mailto:fcrms@netzero.net)



**Restored Car 21 westbound on Mountain Ave., shivering in a fall storm early in its restored life. Photo by Al Kilminster.**



**Cars 25 lead cars 21 and 20 on a railfan charter in 1950. Photo courtesy the Fort Collins Museum.**

**Trolley Fare is published periodically for members and friends of the Fort Collins Municipal Railway Society.**

**FCMRS Staff**

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 Vice-president: Gary Thomas, 482-7125  
 Secretary: Carol Tunner, 484-3957  
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 Brad March, 482-4322      Roger Mitchell, 207-9295  
 Moose Shattuck, 472-1071

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 Motormen training: Roger Smith, Bob Browning  
 Car 21 maintenance: Roger Smith, Roger Mitchell  
 Car 25 project: Craig Stith  
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 Maintenance of way: Dan Holland, Al Jackson, Art Mitchell, Roger Smith  
**Trolley Fare & website:** Al Jackson, [fcrms@netzero.net](mailto:fcrms@netzero.net)

## Renewing Dues and Donating to Car 25B Restoration

**Please renew my membership for 2010 (check one):**

Associate, \$10/yr    Family, \$15/yr    Sponsor, \$25/yr    Benefactor, \$100/yr    Lifetime, \$500   \$ \_\_\_\_\_

**Please accept my donation to help restore Car 25B:**

Presidential level\* (above \$5000)    General Manager level\* (\$1001 - \$5000)

Motorman level\* (\$501 - \$1000)    Conductor level\* (\$251 - \$500)

Gandy Dancer level (\$10 - \$250)   \* Includes a centennial photo or print.

\$ \_\_\_\_\_

Mail this completed form along with your check or money order made out to: **FCMRS.**

If your mailing address has changed, please note changes on the mailing label and return it with this form. **Thank You!**



**Fort Collins Municipal Railway Society**  
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