

Trolley Barn Newsletter

October 2008

By Bob Schneider

HOLIDAY: The Museum is closed on Thanksgiving Day, 11/ 27.

Happy Hollow Line Electrification: The final details are coming together: final drawings from Hatch Mott MacDonald, insurance documentation from Stacey & Witbeck and resolution of the ADA items with the city. A second review of the new "Book of Rules" was held with all motormen on 10/11.

Car 124: We are going to re-cane all bad seats at one time starting this coming weekend. The job typically takes a week: installation of the new caning takes about an hour per seat, 4 coats of varnish are applied and each coat takes 24 hours to dry, then reinstallation takes another morning. No loss of service with this car is anticipated.

Flood Plain clean up: We cleaned up 27 drums of tie plates 2 weeks ahead of the city's target date. The parts were placed there many years ago by CTRC. They will be placed in the Melbourne car spot behind the fence.

Melbourne car body: The new owner has cleaned out loose items and cut the car in half. On 10/10 the two halves were lifted out of the fenced in area by crane and set on trailers. The two halves will be used as part time cottages by the two brothers that bought the hulk. Some might think this is the wrong use, but the body is just an empty shell. In the 1980s CTRC bought two cars. One was restored and resides at the VTA Facility. The other served as a source of spare parts so it is completely stripped. This completes our effort to remove 3 unneeded, large items in and around the Trolley Barn. It will also allow us to store our track materials out of sight and easy reach by thieves. After all the work is done, the area around the Trolley Barn will be more pleasing to neighbors and visitors as it will no longer look like a storage yard.

Steam Locomotive Work: The 2479 team will move engine 1215 southward on 10/18 to complete their effort to store this equipment with a minimal footprint. We have transferred 200 gallons of fuel from LBC's tender to 55 gallon drums. The fuel is destined for the folks at Niles Canyon.

Bean Orchard Sprayer: The engine and components have been painted and installed. The tank has been re-finished, assembled and mounted. The engine cover is ready to install. The job is almost done.

1928 Chimney Sweep Truck: Sanding is progressing and some engine work is in progress.

Helping Others: The Print Shop handicap ramp has been completed. The job was done at no cost using used donated materials. The walk support structure was pretty rotten. Rob VanHart spearheaded this effort.

Motorman/Host assignments for November:

<u>SAT.</u>	<u>Motormen</u>	<u>Host</u>	<u>SUN.</u>	<u>Motormen</u>	<u>Host</u>
1	Huff/Baker	Ouimett/Boehm	2	Bingham	Stallard
8	Huff/Baker	Ouimett/Boehm	9	Bingham	Raby
15	Butler	Traill	16	Ryan	Schneider
22	R. Maurer/Butler	Schneider	23	J. Maurer	Stallard
29	Baker	R. Maurer	30	Ryan	Traill

NOTE: The museum is open the day after Thanksgiving. Motorman is R. Maurer/? and Host is Gaddis.

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ARM FALL CONFERENCE SUMMARY

This year the ARM Fall Conference was hosted by the Pikes Peak Trolley Museum in Colorado Springs September 10-13. While the museums we visited were leaning toward Trolleys, four optional trips offered steam trips that featured some of the best scenery in the country. Gene Martin and Bob Schneider attended.

Talks on a number of subjects were offered in the mornings and field trips in the afternoon. Gene and I homed in on a number of talks on overhead wire installation and track laying.

An opening speaker offered an interesting perspective on the “unsung heroes” of the 9/11 epicenter. He said that the subway people did not know the full extent of the event, but stopped subway trains from going into the area and worked hard to get those that were there out of the danger area. They guess that over 1000 lives were saved. He gave the talk in a soft voice and everyone was absolutely silent while they listened. You had the sense that he was praying rather than offering a tribute. Perhaps both.

One of the afternoon trips featured a ride to the top of Pikes Peak on the cog railway. They added a shop tour that was very interesting. They were reversing the gears on one car. All of the wear occurs on one side of the teeth so they reverse the gear to get twice the mileage for one gear set. The weather at the start was overcast and cool, midway up clear and cooler and at the top cold, overcast and the ground was dusted with snow. Altitude is 14,100 feet.

The speaker at the closing banquet was from the Cog Railway and talked about the various questions riders ask. In fact he shares them with new motormen so that they are prepared for anything. One is; “what happens if the train brakes fail?” Answer; “we have 2 big springs at the bottom of the line; Manitou Springs and Colorado Springs.” Another time he had two ladies from Texas and one said to the other, “oh look, snow”, the second said “no, that’s not snow it’s Styrofoam”. He told them they were both wrong. “That is Whip Cream and we are on the Cherry taking the nuts to the top”. He said he had 10 questions each for different aspects of the trip. Excellent speaker, so the talk was one laugh after another.

On our own before the conference Terri and I rode on the Durango and Silverton Narrow Gauge Railroad. This is a world famous trip that is gorgeous. We sat in an open car to get better views, but there is one drawback; smoke and cinders from the steam engine sometimes blew our way even though we were about 8 cars back. And it got cold as the train climbed toward Silverton (almost 10,000 feet).

Gene and Mary took an optional trip after the conference on the Rio Grande RR La Veta Pass steam excursion. Gene managed to win a drawing for an engineer’s cab ride, but it was on the way down, so things weren’t as busy in the cab as a climb would have been.

Next year the Fall Conference is in Vancouver, BC.

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Cog Railway Gears



Pikes Peak at the top (brrrr!)



Durango & Silverton Railroad



Placing half body on trailer



Lifting half body over sheds

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Area totally clear after 20+ years



Melbourne Car Signage



Crane Operator hard at work



Crane leaving the site