

Trolley Barn Newsletter

October 2009

By Bob Schneider

OPEN HOURS: Until further notice the museum is open from 11-4. I think we should have the Trolley operating no later than 11:30 and head for the Barn at 4:00. Why the difference? There are no people on site at 11:00.

Monthly Furlough: HSJ staff will be taking **Monday November 2** off as their monthly furlough day. **Museum closed.**

Holiday: Thanksgiving day, Thursday **11/26** the museum will be **closed**

Extra day: Friday, 11/27 the museum will be **open** as it is on weekends.

CAR 124 SEATS: Four seat bottoms have been re-caned and installed. One seatback is almost done. I estimate that the job costs about \$50 per seat bottom and takes about 5 hours of work.

OPERATIONS: On October 3 during power up Jim Maurer noticed that 124's air compressor was running slower than usual. A quick check of the rectifier meter showed that it was running about 430 VDC instead of the normal 600 VDC. All operations were ceased until the problem is solved. As of 9 October after testing by a qualified electrician, the culprit is thought to be our incoming power. On Sunday we checked the rectifier after the trolley compressor started and saw 350 VDC. Much too low. PGE has been called.

BRIDGEPORT: A friend has generously given us the hardware to convert the Bridgeport mill to digital readout. He also installed the hardware on 11 October.

DETROIT ELECTRIC CAR: With a great deal of help from Terry Wilson, we now have capable, used batteries for the Detroit Electric car. Terry's electric car club has been instrumental in helping us get the replacement batteries at no cost. We will have to buy some parts to wire the batteries together.

We have obtained pictures from the Campbell Historical Museum of the battery charger to enhance the display of the Detroit Car. Visitors ask about this, so it will help interpret the technology of early 1900s electric cars. Our volunteers restored the charger for the Campbell folks a few years ago.

FOOTNOTE: You will notice some overlap of this newsletter with the Volunteer Voices. Volunteer Voices is going to an issue every 3 months, so I am having to write a separate report that covers 3 months, but will still send out our newsletter monthly.

OUTLOOK:

1. We will participate in HSJ's "History Haunt" afternoon event on Halloween, October 31.
2. We will be participating in HSJ's Heritage Holiday event on Saturday December 5. We plan to run the trolley on the Kelley Park Line and offer rides on a hand car we will be borrowing from our friends at Ardenwood.

Motorman/Host assignments for NOVEMBER:

<u>SAT.</u>	<u>Motormen</u>	<u>Host</u>	<u>SUN.</u>	<u>Motormen</u>	<u>Host</u>
			1	Bingham	Stallard
7	Baker	Ouimett/Boehm	8	Hansen	Compton
14	Ouimett	Schneider	15	Ryan	Raby
21	Butler	Traill	22	J Maurer	Compton
28	Hansen	Schneider	29	Ullmann	Stallard

HTE: November 5 (Baker, Ouimett) and 12 (Hansen, J Maurer)

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This year the ARM Fall Conference was hosted by West Coast Railway Heritage Park in Squamish, British Columbia. The group's emphasis is railroad (not trolley). Attendance was approximately 115. Bob Schneider attended.

Following the usual format, talks were given in the morning and field trips in the afternoon. The opening talk was given in a partially completed, new 7 track roundhouse. The roundhouse will house and display various engines and rolling stock.

The talks were a bit "light", so I had more time to talk with other attendees. The talks were held in the Host's facility, so the ambiance was great.

Terri and I were able to ride in a diesel locomotive cab. They were also running their steam locomotive, "Royal Hudson 2860", on their yard tracks. Beautiful engine.

Two passenger cars from the Host's rolling stock were coupled behind the Rocky Mountaineer Whistler train for a trip to Whistler, the site of the 2010 Winter Olympics. The ride to Whistler rivals the Durango and Silverton for incredible, rugged scenery.

Whistler is an upscale ski resort. Part of our registration fee covered a ride to the top of the ski runs. From there we rode their new gondola "Peak 2 Peak" from one mountain top to another with the center span of cables reaching 1.88 miles between towers. Superb scenery, but no snow yet.

During an afternoon trip we toured the Rocky Mountaineer passenger cars. Very nice, but pricy. The speaker at the closing banquet was the founder of the Rocky Mountaineer Railroad. A very interesting story as the railroad started from nothing, struggled for the first few years but has done fairly well even in today's economy

Next year the Fall Conference is in the Washington DC area October 13 – 16.



Round House at Squamish



On the Way to Whistler

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Peak 2 Peak Gondola Ride



Royal Hudson 2860



Whistler Village from Whistler Peak



Glacier from Whistler Peak