



TRANSFER

VOL. 19 - NO. 1 SHELBURNE FALLS TROLLEY MUSEUM NEWSLETTER SPRING 2010

DEDICATED TO PRESERVING THE HISTORY OF THE SHELBURNE FALLS & COLRAIN STREET RAILWAY

SPRING HAPPENINGS AT YOUR MUSEUM

The museum was pretty quiet throughout the winter. Once the early spring came, activity picked up noticeably. I won't try to include all the names, many folks pitched in, but we can always use more volunteers, skilled and unskilled.

Many of the projects are only noticed by the most observant, but are still important. One of the office windows was broken last winter, so we took out the sashes, replaced the broken pane and re-puttied and painted the sashes. On the to-do list is to do same for the other office window and replace the rotted window sills. Many of our projects are contingent on other projects, in this case first we need to build shelves and re-organize the office to allow access to that window.

The driveway and parking area suffered from the winter's plowing and has been re-graded, creating several loads of gravel for use in filling in low spots in other parts of the yard.

We've started clearing the locust grove near the freight house for use as a picnic area. This involved picking up trash and cutting brush, yanking out stumps with the boom truck and preliminary grading. Donations of new or used but serviceable picnic tables would be appreciated by our visitors.

New paint has appeared in several locations, notably the front entrance, two doors on No. 10, and some touch up around the Ticket Office.

Brush has been cut all along the slope above Depot Street, improving the view to and from the trolley at Salmon Falls. Buckland has repaved Depot Street, making our entrance much more appealing.

Every spring, and several times during the season, No. 10 gets a top-to-bottom inspection and servicing. In its first career, as a busy rural trolley from 1896 to 1927, No. 10 probably got inspected and serviced every 1000 miles or more. Now we do it about every 200 miles, but we have a much older car now, and no substitute if a problem gets out-of-hand. In the spring the process includes blowing warm air into the motors for days to dry out the windings. This is done while periodically testing the insulation with a 'megger'. Although the initial readings seemed OK, as the drying proceeded the values dropped well into the danger (to the motors, not passengers) zone, but then as they dried out the readings rose back well into the acceptable zone. While this was happening, the motor commutators and brushes were inspected. All the journals (friction bearings, steel axles on oiled brass surfaces) were checked and had their oil topped off. Bolts were checked and tightened, the brake mechanism was lubed and inspected for loose or worn parts and adjusted. The doors were checked for proper operation, and two were removed for painting

and adjustment. The controllers, which regulate the flow of current to the motors, were cleaned, lubed and inspected. The roof equipment (pole, wheel, stand), which requires climbing onto the roof to inspect, was also found to be ready for the season. Except for some wear and tear on floors, and the inevitable weathering of the exterior (the south side was repainted last spring), No. 10 is holding up very well and ready to begin her eleventh season since restoration.

One of the spare motors that went to A.C. Electric in Bangor Maine is completely overhauled. We have asked Amherst Railway Society for a grant to help with the \$4000 cost of the second motor, at which point we'll bring them both back and put them into No 10 in place of the present motors. A Motor Fund has been setup to accept donations cover the remainder of the cost.

We have nearly completed sorting through our pile of junk and used ties. Some ties are suitable for lining driveways, manure piles, fence posts, etc. and are for sale for \$5 or \$10 each (call or email Sam for details). Many more are of no use and have been piled adjacent to the Pam Am Southern tracks in anticipation of them being hauled off when they clean up the rest of their ties.

We replaced and adjusted the Switch 1 switchstand so that it can be properly locked and easily used on those occasions when we move cars around the yard.

The stairs to the freight house are being replaced with code-compliant stairs.

Professional survey services were donated to mark some important corners of our property and control points for siting the car barn and loop track were set.

Planning for the new car barn continues. Austin Design of Colrain will be donating some services to get us to the bidding and permitting stage. Donations for the Car barn Fund are always appreciated.

Mowing, with its attendant upkeep of machines, has started, and the gardens are starting to shape up. Everything should be ready for Opening Day. Come see us!

Except as noted, and some obligatory Community Service work, the work at the museum is performed by volunteers, let us know if you'd like to help.

Sam

BEHIND THE SCENES

Most of our visitors, and most of our members, only interact with the operating crew. They get a ticket from Dave or Betsy, an overview of the displays and a pump car ride from Polly, and a trolley car ride from the crew that day.

(Cont'd on Page 4)