
SHALL WE RIDE NO. 10 AGAIN NEXT WEEK?

YES, DAD. IT BEATS RIDING IN OUR BUGGY!



TRANSFER



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SHELBURNE FALLS TROLLEY MUSEUM NEWSLETTER

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

WHAT'S NEXT FOR SFTM???

Firstly, thank you to everyone who responded to last Transfer's plea for some extra funds to get through a tight financial time last spring. I am happy to report that as a result we are finishing the year with record ridership, a healthy bank balance, and no additional borrowing. We have all our available rental space occupied and are one handrail away from having completed the Children's Art Museum renovation and addition of accessible restrooms in the old Agway building. Now we can safely and confidently look forward to the future.

As usual, I'm asking for your help, but this time I'm asking for your ideas and opinions. Our present Master Plan, written in 2001, calls for buying the freight yard (check!) and finding tenants to occupy the unused space to help pay for the mortgage (check!). It also mentions renovating the Freight House (partly check) and moving the Visitors Center over there (no check). Since then, our attentions have been pulled in various directions. We hadn't anticipated that the Agway building would need about \$50,000 of repair, renovation and upgrade (check!). We briefly mentioned possible track expansion, and hadn't considered the need for a carbarn. We have started installing line poles along the House Track (you might call it the Pump Car track) and have started planning and raising funds for a carbarn. See the article elsewhere describing the plans UMass Civil engineering students are doing for us.

If you ask (and many visitors do) fifteen different trolley museum volunteers what the museum will look like in fifteen years, you'll get fifteen different answers. I think it is time to closely examine all our options and decide what our future course of action should be. The board of directors will be discussing these possibilities in our meetings during the 'quiet' months. Here are some of my thoughts, please let me know your thoughts, concerns and opinions, by email (sam@sftm.org, put SFTM in the subject), phone (413-624-0192) or in person (red bearded,

balding, harried-looking fellow often seen at museum).

CAR BARN: We are a 'trolley' museum at this point. If we want to be a 'trolleys' museum, we need secure, fire-resistant space to store and work on any additional cars that we might be able to acquire. Even if we don't get another car (and there are cars available), we owe it to our members and the taxpayers who helped pay for No. 10's restoration to protect No. 10. I feel a new carbarn is a priority. To me the important decision is whether we get something sooner (read cheaper) and sacrifice appearance, or hold out a few more years for a more suitable-looking (but more expensive) building.

TRACK EXPANSION: Given the need for a carbarn, it needs to be served by track and wire, so some track extension/upgrade is needed. The simplest solution to getting track and wire to the carbarn is to use the House Track; it exists, it just needs overhead, and it would also serve a new Visitors Center in the Freight House (see below). But if we only have this track and the Main Track under wire, we get a short trolley trip (Freight House to Salmon Falls is shorter than our current trip) or a complicated trolley trip (Freight House east to new car barn, turn, go to Salmon Falls, turn, throw switch, go to current loading platform, turn, go back to Salmon Falls, turn, throw switch, go to Freight House). Beyond that, there are two possibilities.

LOOP TRACK: This track would extend past the carbarn site, loop close to Elm Street behind the Agway (current Visitors Center) building and reconnect with the Main Track, currently our only 'trolley track'. The trolley could then run clockwise or counterclockwise on a teardrop-shaped route, turning only at Salmon Falls. This would give us a longer ride. (If you haven't heard "Mommy, why did we stop already?", you need to ride the car a few more times on a busy day.) It would also make trolley trips from the new Visitors Center simpler.

(Cont'd on Page 5)
