

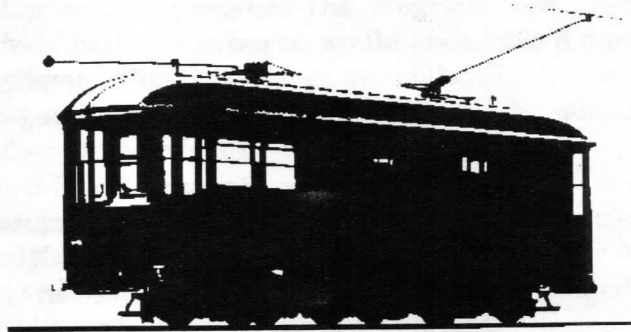
TRANSFER

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DESTINATION

Shelburne Falls Trolley Museum
Shelburne Falls, MA 01370
Authorized by *Alfred Barten*



Shelburne Falls Trolley Museum
12 Water Street, Shelburne Falls, MA 01370
Telephone 413/625-6707

1 — SPECIAL

Greenfield Recorder
July 3, 1993

No. 10 rolls Sunday

Trolley car joins
July 4 parade in
Shelburne Falls

By VIRGINIA RAY
Recorder Staff

SHELburne FALLS — No. 10 is the sweetest little trolley car you'll ever want to see — and you'll be able to Sunday when she rolls down the streets of Shelburne Falls again for the first time since 1928.

The car, officially known as "Combine Number 10," is the only surviving trolley car from the Shel-

First on the Fourth

Trolley number 10 was the big attraction last summer in Shelburne Falls' annual Fourth of July Parade. The car, patriotically dressed in American flags and red, white, and blue bunting, rode on a flatbed trailer hauled by the Ashfield construction firm of Harris and Gray. It was the first time the car had moved since 1928, when it was placed on blocks at the Marshall Johnson farm in East Charlemont.

The move was more than a way for the museum to show off its main asset, the one remaining car from the Shelburne Falls & Colrain Street Railway. It was part of a larger plan to relocate number 10 to **Jim Richardson's** Shelburne Garden Center at the intersection of Shelburne Center Road and the Mohawk Trail (Route 2). There the car is on display and will remain so while being restored. The museum purchased a small portion of Richardson's plot for a nominal sum and, with Richardson's help, plans to build an enclosing structure to keep the car protected during restoration.

The parade, over thirty-five minutes long, was led by a color guard and the Shelburne Falls Military band, and included an entourage of vintage vehicles, area town fire trucks, local politicians, and children on bicycles. It began on Church Street on the Shelburne side of the falls, crossed the Deerfield River via the old iron bridge, and ended at the cricket field in Buckland. The truck carrying number 10 was too heavy to cross the bridge,

(Continued)

Springfield Union-News
July 7, 1993

Bus, railway authority proposed

*Network would service
western Franklin County*

By JAMES A. VALENTY
SHELburne: — The creation
of a non-profit transit authority
has been proposed by a spokesman
of the Shelburne Falls Trolley Mu-
seum, involving restoration of rail
service to Colrain, operation of

might prove just the ticket for the
transit authority.

"What we propose fits," he said
of the wide-ranging programs the
act is meant to cover.

"It will depend on getting
enough support at the local level."

so it left the parade at Bridge Street in Shelburne and crossed the river at Route 2. Car and truck rejoined the parade in Buckland, opposite the iron bridge. The car remained on display at the bridge of flowers for three hours before being delivered to the Garden Center.

Visitors to the Garden Center will find the car well off the ground on railroad tie cribbing. A wooden stair and landing built by **Richard Lane** provide easy access to the car's interior.

Proposed Transit Authority Gains Support

In July, the museum unveiled a major proposal to create a local transit authority. The proposed Shelburne Falls Transit Authority would establish local public transit service for the elderly, create and operate a commercial railroad freight switching operation at the Buckland rail yard, operate a tourist trolley line, and extend the museum's educational mission to include training in hazardous waste materials containment related to railroad accidents.

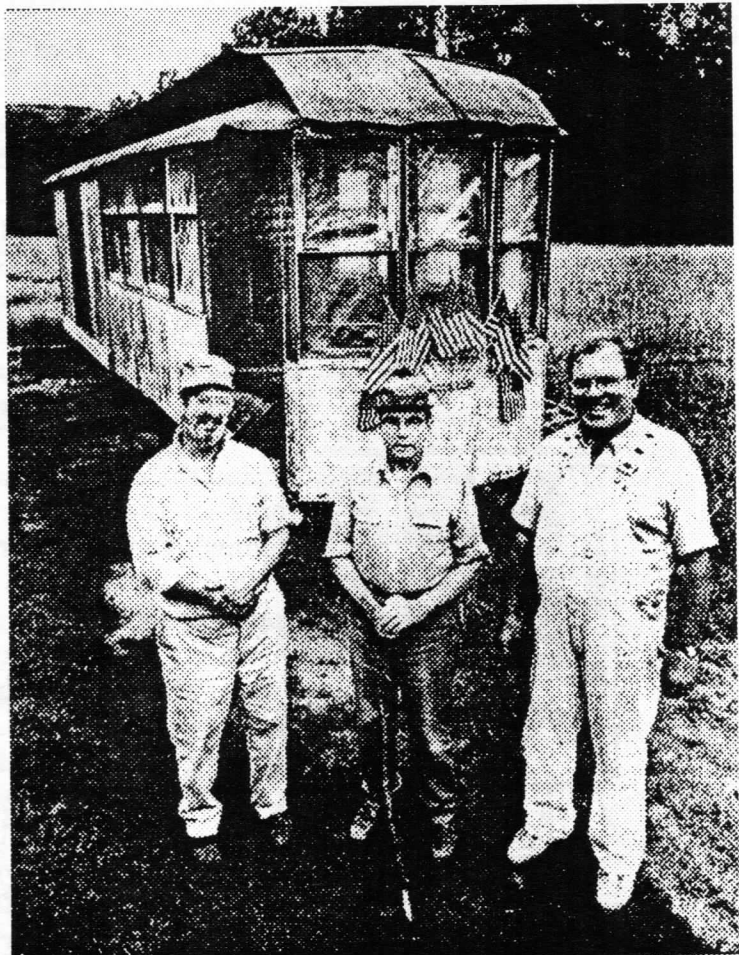
The museum is seeking active community support for the idea and cites the enthusiastic response from Franklin County transportation planner **Dana Roscoe** as reason for optimism. Under the \$3.2 million proposal, funding for at least the railroad switching portion would come from the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, a 6-year, \$151 billion federal program. Roscoe, who told area reporters that the project was creative and realistic, was particularly enthusiastic about the switching operation. The immediate beneficiary of such an operation would be Veratec in Colrain (owned by International Paper Company), which processes cotton brought in from the South. When the Shelburne Falls & Colrain Street Railway ended operations in 1926, Veratec had to rely on trucks to deliver cotton bales from the Buckland rail yard to Colrain. From 1928 to 1987, Blassberg Trucking, which purchased the passenger and freight hauling rights from the trolley line, provided the service. Shortly after the onset of a strike against the B&M Railroad, which provided the rail connection to the South, Veratec turned to trucks for the entire shipping distance. The prospect of an independent entity providing the switching service at the yard, something the B&M would just as soon not provide, is welcome news to Veratec because it would make possible the prospect of using less expensive rail for the major leg of the shipping route.

(Continued)

Blassberg trucking and the Buckland selectmen have come out in support of the program. The towns of Buckland and Shelburne would each have a member on the authority's board, as would the Shelburne Falls Business Association. To these would be added the trolley museum's nine-member board.

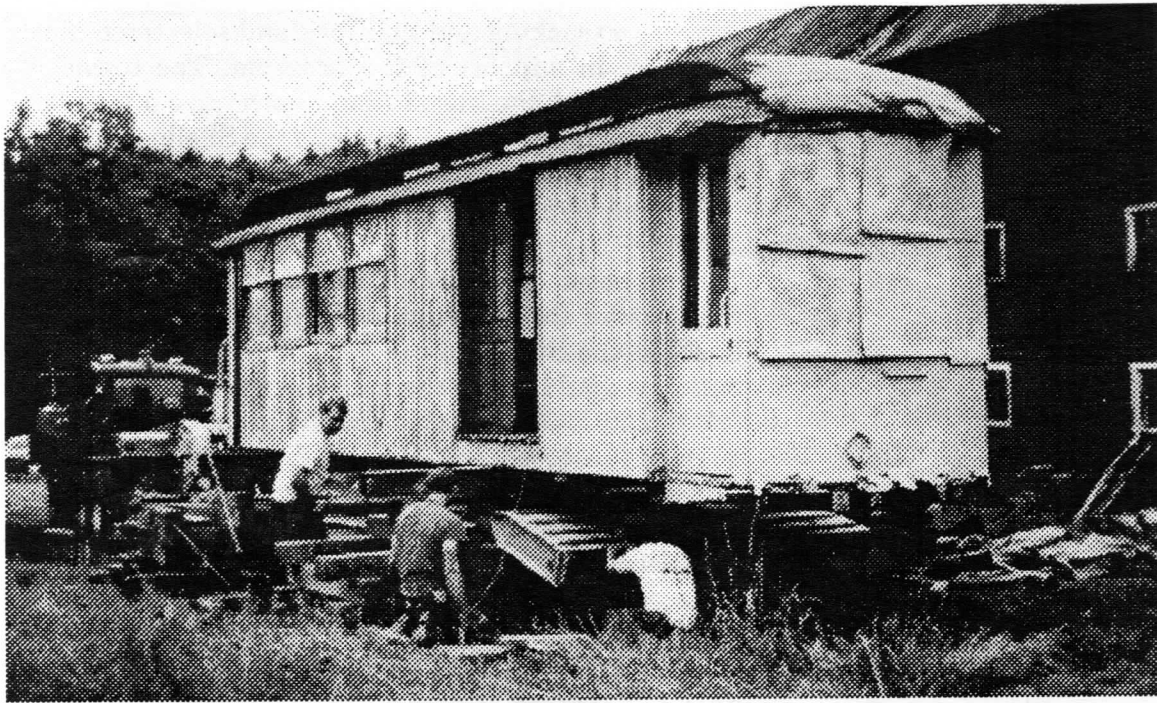
The proposal, if realized, would provide expanded facilities for the museum in the former Agway warehouse in the Buckland rail yard. Once renovated, the building would house the museum's collection of artifacts and provide suitable display areas. Car number 10, when restored, would be on display there as well. Initially a section of track in the yard could serve at least minimal operation. This would be the base of operation for a circular vintage trolley tourist route around the Shelburne Falls area, also a part of the proposal.

The public transit service portion of the proposal would provide local "trolley" bus service primarily to enable the elderly to get to shopping areas and other services outside the Shelburne-Buckland area.



Tony Jewell, Marshall Johnson, Brian Carr, and trolley number 10 at the Johnson farm before the July 4th parade.

Greenfield Recorder
July 3, 1993



Crew from Harris and Gray loads number 10 on flatbed trailer which will carry the vintage trolley in the July 4th parade.

Photo by David Bartlett

2 — PROJECTS

Restoration Progress

Last summer **Jim Bragdon**, **Brian Carr**, **Earl Chapin**, and **Tony Jewell** spent a long day at the Seashore Trolley Museum in Kennebunkport, Maine, touring the restoration shops there and gathering firsthand information for the restoration of our number 10. Special thanks are in order to Seashore's Museum Director and General Manager, **Donald G. Curry**, and the other members at Seashore who were so helpful and hospitable. Later in the summer, Earl Chapin returned to Seashore and put in a week's work in the shops to gain experience.

During the summer, number 10 was moved to its new home at the Shelburne Garden Center along the Mohawk Trail (see *First on the Fourth*). Plans for an enclosing structure to protect the car during restoration took a step forward at a recent planning session, with a work bee scheduled for the May 21-22 weekend. Project Manager **Brian Carr** will be contacting members known to be interested in helping. If you do not receive a note from Brian and want to help, contact him at 624-5180.

Several work bees were held last summer, during which **Brian Carr**, **Earl Chapin**, **Charlie Brooks**, and **Rob Skelton** worked on the windows and shored up the car.

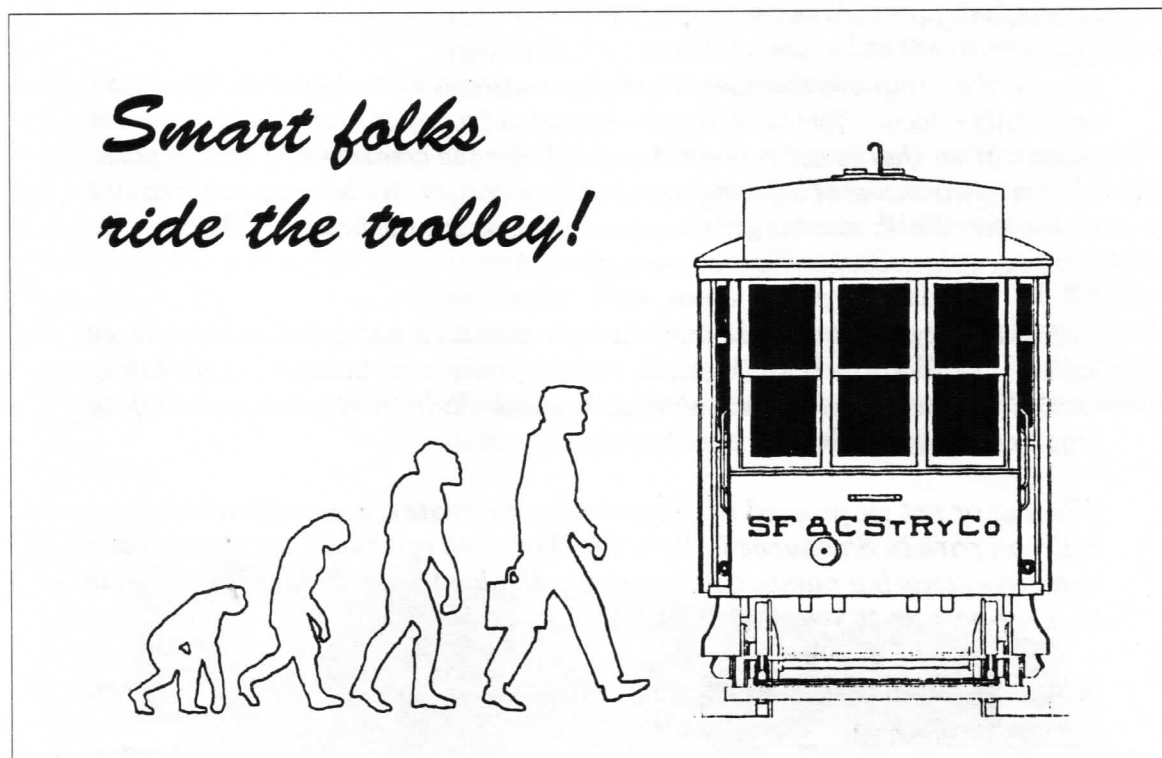
Oral History Video in Progress

A \$3500 bequest from **Betty Keep**, widow of the museum's first member, **Jack Keep**, who died early last year, has given a needed financial boost to the museum's oral history project. Taping of interviews with area residents who rode the Shelburne Falls & Colrain Street Railway began last summer. **Peter Johnson** has been conducting the interviews while **Gary Longe** has handled the cameras. In addition to professional size and grade tape, the major expense of the project will come from rental charges for the editing equipment. Anyone with recollections of the trolley line is encouraged to call the museum.

Walk-A-Thon Success

Peter Johnson, who is taking a course in fundraising, showed his knack for this important work even before beginning the course. Last summer he conceived and orchestrated a walk-a-thon that raised over \$1300 for the museum. **Lincoln Shaw** walked off with the prize—an HO-scale brass model of number 10—by collecting nearly \$1000 for his walk in the September 18th event. Other walkers on this rainy Saturday morning were **Dave Bartlett**, **Betsy Wholey**, **Brian and Kathleen Carr**, **Edward and Valma Stowe**, and **Dan Moscato**. Bartlett served as historic guide.

Poster by Alfred Barten



3—EVENTS

Annual Dinner

The annual museum dinner is scheduled for 6:30 p.m., Friday, May 20 at the Shelburne Fellowship Hall (The Grange) in Shelburne. The Grange is located just off Route 2, a 1/2 mile west of the Shelburne Garden Center. The event is open to all members and friends of the museum. Price for the event, which includes a roast turkey dinner with all the trimmings, a slide show by **David Bartlett**, the museum's operating trolley layout, and door prizes, is \$12 for adults (\$15 if you sign up after May 13) and \$6 for children under 12. We hope to see you all there.

*** WE INTERRUPT THIS NEWSLETTER FOR AN IMPORTANT MESSAGE FROM THE PRESIDENT ***

Ladies and Gentlemen, The President of the Shelburne Falls Trolley Museum, Tony Jewell

Dear Friends,

It's been a long time since most of you have heard from me. As you can see, contrary to many popular wishes, I have not died. I might add that the museum has not died either. We continue to make progress, but it is admittedly very slow.

We are at an important crossroads in the museum's development. What was originally a local effort to restore a weathered trolley car has now become an organization that is actively seeking funds for the creation of a trolley park. We are in the midst of starting up a lending library. We have started repairs on the car. We do run the gift shop and museum at the bridge of flowers. We continue to operate "trolley" buses.

Unfortunately, most of these activities are curtailed not so much because we lack money, (don't worry folks, we can always use more), but more importantly because we lack people to help with the myriad of administration and staffing requirements.

Whether or not we proceed with our dream to create an operational trolley / railroad park in Shelburne Falls in the Buckland railroad yard, or fall back to merely restoring number 10 to a static display in an industrial exhibit, is in large part up to you, the members of the museum.

Now, more than ever, we need your body and soul to guarantee our success. Specific areas we need help in now are:

1. Car repair administration
2. Trolley museum / gift shop administration and staffing
3. Fundraising
4. Speakers for various local clubs

I look forward to recruiting you all at the annual members dinner.

Very trolley yours,

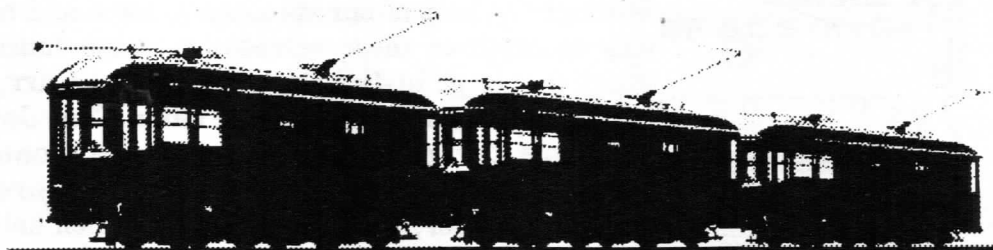
Tony

*** WE NOW RETURN TO OUR REGULAR REPORTING ***

Train (and Trolley) Show

The museum displayed its portable O-scale trolley layout at the Amherst Railway Society's annual train show at the Big E in West Springfield over the February 5-6 weekend. The layout, a gift from **Betty Keep**, drew considerable attention from the show's 18,000 or so visitors. For two days of continuous running, model cars provided by **Kinsley Goodrich** and **Al Barten** operated flawlessly. Onlookers, generally unfamiliar with scale model trolley operation, marveled as the tiny wheels (trolleys) at the ends of the cars' poles followed the overhead wires that supplied power to the cars. The layout will be moved to the museum in time for the summer tourist season.

The train show is always a good way for the museum to gain visibility, make new friends, and sell a few mugs, T-shirts, hats, and other items. Visitors come from all over New England, New York, New Jersey, and Pennsylvania. This year's helpers included **Al Barten**, **Brian Carr**, **Earl Chapin**, **Bob Coliskey**, **Clyde Estey**, **Russ Fisher**, **Ruth and Mike Fontanella**, **Tony Jewell**, **Peter Johnson**, **Ida and Ernest Sloan**, **Walt Stapleton**, and **Arnold Terrill**.



"Trolley" Bus Operations

The museum continued its popular "trolley" bus operations last year, providing shuttle service last August between Shelburne Falls and the Shelburne Grange for the Grange's fair, and operating a Santa trolley on Friday after Thanksgiving. **Ryan Strong, Ryan Manewicz, and Tony Jewell** helped with the operations. **Brian Carr** proved an ample Santa.

A number of local merchants and business organizations helped sponsor the Santa trolley, including **Mole Hollow Candle, the Magical Child, Megan's Treasures, McCusker's Market, and the Shelburne Falls Business Association.**

Educational Efforts

Tony Jewell continued his talks this year about the whys and wherefores of local transportation. He spoke to kids at various local groups, including the Shelburne Falls Cub Scouts, Kinderlane, and the Trinity Church Daycare. He and **Brian Carr** took a group of 20 young enthusiasts on a field trip that included visits to the North Adams Gateway Museum and to our car number 10 at the Shelburne Garden Center.

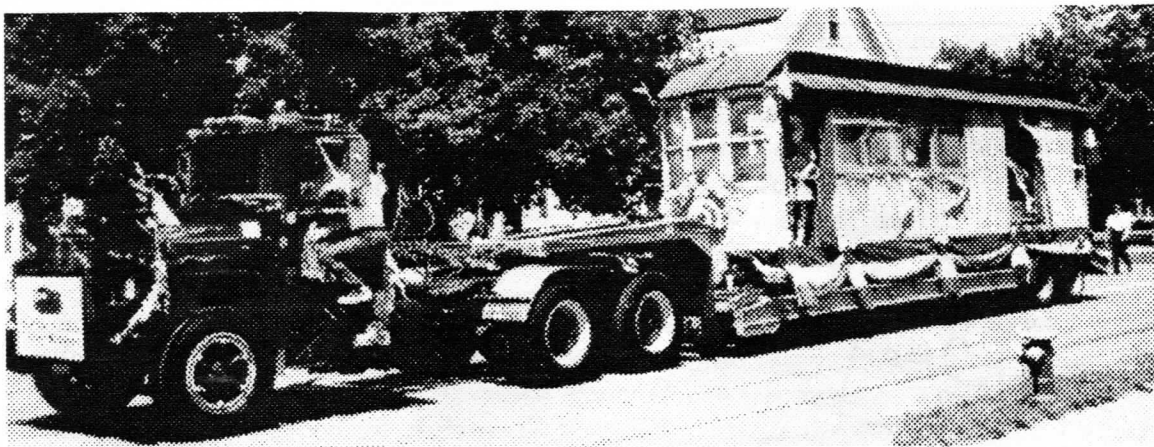
4—DEPARTMENTS



Museum and Gift Shop

Several thousand people visited the museum and gift shop last year. We are slowly adding to our displays as time, money, and material permit. The museum is our principal connection to the community, giving us the opportunity to inform visitors of our efforts to restore number 10, and to present information about local rail history and transportation issues. The gift shop brings in a very modest amount of money through the sale of souvenirs and various items that have been donated to us for resale, or purchased at train shows by the museum with the intention of reselling.

Without the help of our volunteers, we would not be able to continue these valuable museum functions. Many thanks go to **Jim Bragdon, Brian Carr, Bob Coliskey, Alden Dreyer, Russ Fisher, Tony Jewell, Florence Reynolds, and Ida and Ernest Sloan, and all the Johnsons, including Grace and Marshall, Mary and Peter, and Irene Lively,** for their help last year.



Number 10 aboard flatbed trailer at start of the July 4th parade.

Photo by David Bartlett

Library

Thanks largely to gifts of videotapes, magazines, and books this past year, the museum is planning to establish a railroad and trolley lending library. Plans are to make the collection available to area public libraries. **Ida and Ernest Sloan** have undertaken the sizeable task of organizing and cataloging the many items now in our collection.

5—BUSINESS

Dues

Beginning this year, the museum is changing its policy on membership renewal dates. Dues will be payable on January 1st of each year, and no later than March 1st of the same year. Members joining any time between January 1st and September 1st of a given year will be considered members for that year. Members joining after August 31st of a given year will in effect be joining for the following year rather than having to renew after less than a third of the year. The March 1st deadline has been extended to July 1st this year.

Renewal notices will be sent out shortly to all members who have not yet paid for 1994. Membership dues and categories are still \$100 for Patron, \$50 for Friend, \$25 for Family, \$10 for Regular, and \$6 for Student.

We're (Gonna' Be) In Touch, How About You?

The museum expects to keep in closer touch with its members now that **Dr. Milton Virshup** of Lattintown, New York, has volunteered to lend his desktop publishing expertise and printing and mailing experience to the task of sending out more frequent notices of news and upcoming events.

Cards of Thanks

The museum received numerous gifts last year. Some went to help with special projects, some added to our displays and collections, and some just kept us going. With apologies to anyone we overlooked in compiling this list, the following deserve our special thanks:



Betty Keep, for financial help and donation of books, magazines, videos, and operating trolley layout;

Kinsley Goodrich, for books and magazines;

Gene Morey, for magazines;

Tony Jewell, for books and magazines;

Dan Moscato, for a rollsign;

Lincoln Shaw, for books;

the **Eric Hallorans**, for SF&C rail spikes and other items;

the **Jim Burnhams**, for pictures of South River station and environs;

Shelburne Falls Water Department, for a section of SF&C rail;

Tod Warger, for cataloging our collection;

John Iwanowicz, for cutting our lumber;

Mellot Wood, for preserving 10 new white oak ties;

Novacor, for 240 relay ties;

Albert Dean, for postcards;

Wilbert Rainville, for an advertising poster;

Robert Wickline, for a map of the SF&C;

Bud Reid, for B&M belt buckles and lanterns;

Paul Cook, for financial help;

Mike and Ruth Fontanella, for financial help;

Arlene White, for decorating number 10;

David Bartlett, for a dated nail collection;

Jon Real, for a remote control trolley and steam train;

Thomas Davenport, for SF&C papers;

West County News, for an early photo of number 10;

Al Barten, for magazines, models and railroad game software;

and all those who helped at the gift shop and helped with our various projects, as noted elsewhere.

The Shelburne Falls Trolley Museum is a 501 (C) 3 nonprofit educational organization.

February Board Meeting

Officers elected for 1994 at the Board of Directors' meeting on February 15th are: **Anthony Jewell**, President; **Alfred Barten**, Vice President; **Peter Johnson**, Clerk; **Jim Bragdon**, Assistant Clerk; **Michael Fontanella**, Treasurer; and **James Richardson**, Assistant Treasurer.

The current directors are: **Alfred Barten** of Conway, **David Bartlett** of Shelburne Falls, **Jim Bragdon** of Shelburne, **Brian Carr** of Colrain, **Michael Fontanella** of Colrain, **Anthony Jewell** of Shelburne Falls, **Peter Johnson** of Shelburne Falls, **Daniel Moscato** of Wheelright, **James Richardson** of Shelburne Falls, and **Marvin Shippee** of Shelburne Falls.

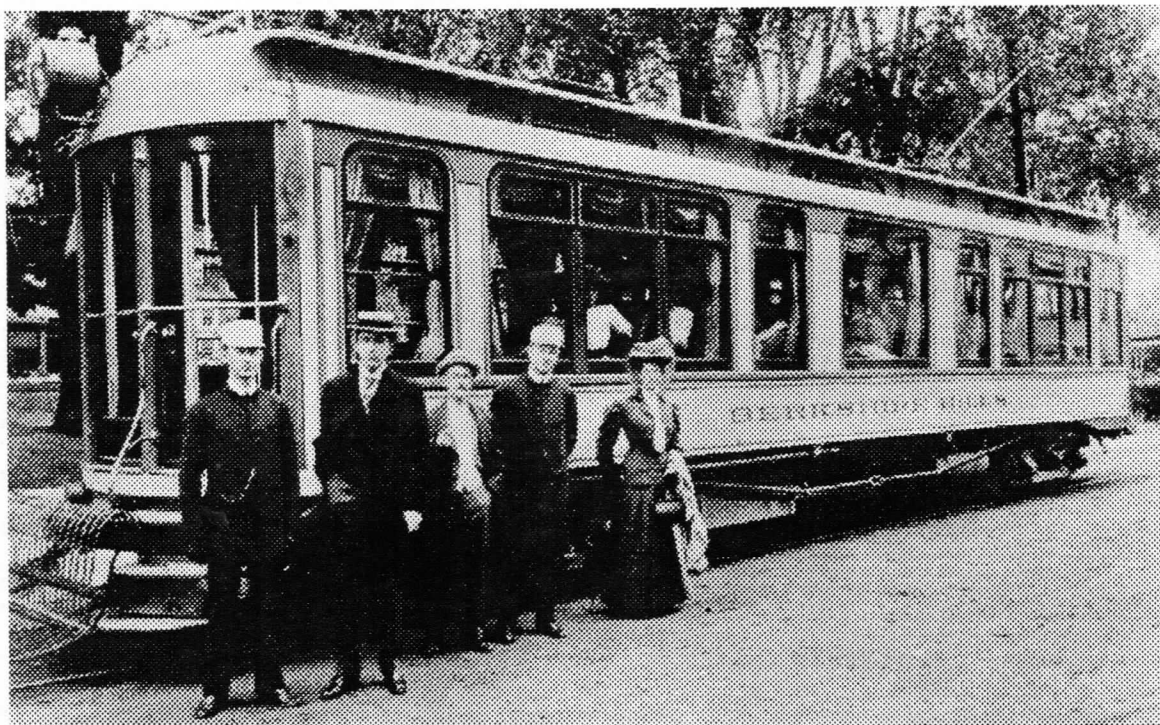
6—NEWS

Fire Claims Berkshire Hills Parlor Car

A 3-alarm fire destroyed much of the former Berkshire Hills parlor car on February 27th. The Sunday morning blaze in freezing conditions left only a charred skeleton of the once famous "palace car" that was used by the Berkshire Street Railway to run all-day excursions through the Berkshires from Great Barrington to Bennington, Vermont, and back. After the end of trolley operations in 1932, the car was used as a diner in West Pittsfield, and later incorporated into a larger restaurant at the same spot as a bar/foyer. In more

Berkshire Hills parlor car, passengers and crew pose for the camera at Park Square in Pittsfield, c 1903.

(Continued)



recent years the car was largely bricked in, leaving only its ornate vaulted ceiling and inlaid mahogany interiors open to view.

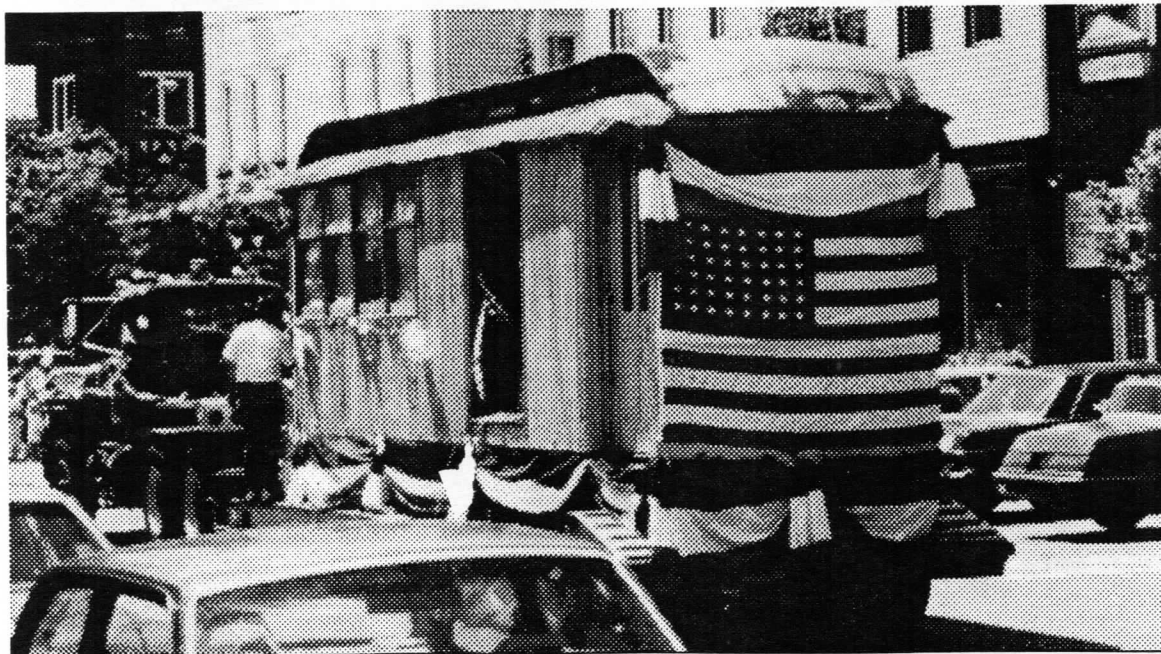
New England trolley museums had long hoped for the opportunity to free the Berkshire Hills from its brick container and restore it to its former beauty. Upon hearing news of the fire, several members of the Seashore Trolley Museum in Kennebunkport, Maine, including Curator of the Railway Collection **Paul Kochs**, inspected the remains. After the visit, they determined to obtain the car with the intention of restoring what remained and rebuilding the rest.

Trolley Magazine Reborn

Trolley buffs have always been a minority in the rail community and thus largely ignored by the big, glossy rail publications. Through the years a number of publications have been dedicated to trolley hobbyists. The two best known were *Trolley Talk* and *Traction & Models*. In 1985, *Traction & Models* ceased publication after its 219th issue because of the illness and death of its founder Vane Jones. More recently, *Trolley Talk* ended nearly forty years of publication with its 220th issue when founder, editor, and publisher Birdella Wagner decided to retire. We are pleased to report that *Traction & Models* is back. Issue 220 appeared last winter and issue 221 just arrived. The bimonthly magazine has been resurrected by Vane's daughter, Ginger, who handled much of the publication's managerial duties for her father. If interested, write to *Traction & Models*, P.O. Box 501594, Indianapolis, IN 46250-6594. Subscriptions are \$25 per year.

Number 10 passes through Buckland during the July 4th parade.

Photo by David Bartlett



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