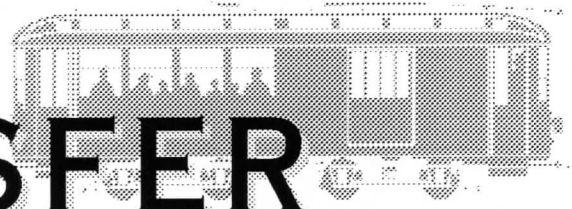




# TRANSFER



## Gala "Throw-the-switch" event planned

# Trolley restoration nears completion

They said it would never be done, but here we are— preparing for the inaugural run of restored former Shelburne Falls & Colrain Street Railway car #10. As Mike Cole, Joe Pagano, John Greene and others put the finishing touches on #10, we are planning the inaugural run for October 10, 1999 (yes, 1999!). It will be part of a gala event that will include the annual members' luncheon (not dinner this year) under a tent in the Buckland railyard.

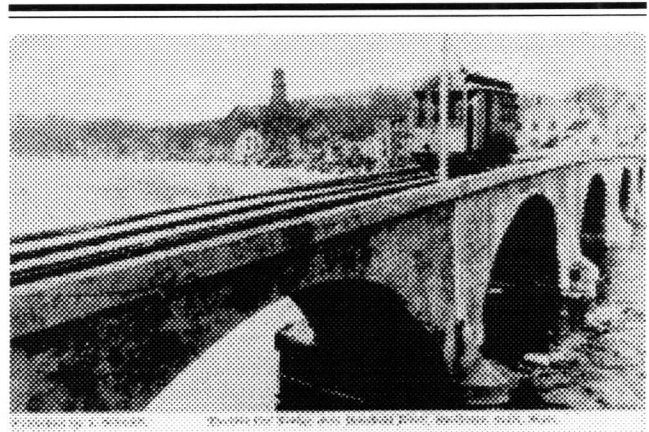
Much work and preparation remain to be done in the few short months ahead (see *Gotta make the donuts*, page 4). The event also marks the transformation of the Museum from an organization determined to restore an antique trolley car (and, lately, other equipment as well) to an organization that interacts with the public and plays an important role in the community.

This transformation bears with it new opportunities for participation in such diverse activities as operations, maintenance, restoration, public relations and communication, fundraising, and museum/gift shop management. It also carries responsibilities of contributing time, resources, good will—whatever we consider appropriate—to the Museum, and recognizing that as we move through the community we represent the Museum—intentionally or otherwise.

This is indeed an exciting and challenging time for the Museum. A moment that some have worked long and hard for and one to which many have contributed over the years through their various efforts and donations too numerous to mention here.

We hope to see all of you in the months ahead to help prepare for the Big Event. We also hope to see you at the Big Event and on into the next millennium.

*Al*



NUMBER 10 AFTER THE TROLLEY BRIDGE WAS OPENED IN 1908. (THANKS TO ALEX POSTPISCHEL FOR THE SCAN OF THIS OLD POSTCARD.)

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*Transfer* is published by the Shelburne Falls Trolley Museum for its members and friends. For information or contributions, contact Alfred Barten, Editor at 413/369-4143 (abarten@crocker.com). ©1999 Shelburne Falls Trolley Museum.

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## Steam Ten Notebook

# Joe Pagano tells all (well, almost all)

I thought the readers would like a brief chronology of the loco, so here it is.

1934 - constructed and used at the Standard Steel Works division of Baldwin.

1949 - sold to Wickwire-Spencer Steel Co. of Palmer Mass.

1970 - Bought by Bob Carlson at closing down auction at Wickwire-Spencer and brought to Valley Railroad in Essex, Ct.

1971 - Bought by Joe Pagano and kept at Valley Railroad.

1992 - Half ownership of loco transferred to Max Miller of Higganum, Ct.

1996 - Loco moved to Benson Mountain Co., Pascoag, RI for rebuild pending long-term lease of loco to tourist or freight shortline through which rebuilding funds would come.

1998 - Donated loco to SFTM when Benson Mountain plan did not materialize.

Now, to return to 1970. I lived in Hartford, Ct. and was one of a core group of people who were members of the Connecticut Valley Railroad Museum and the Empire State Railroad Museum. We worked hard to get the Valley RR up and running.

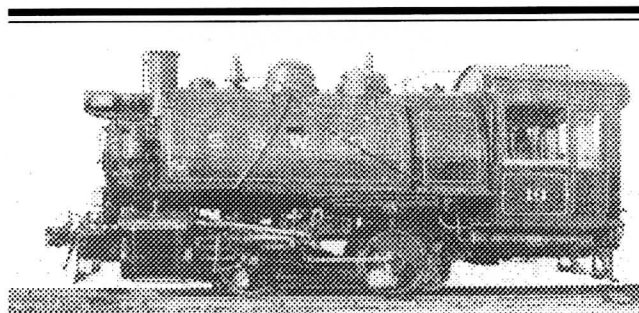
We had frequent meetings during which the acquisition of various rolling stock was often discussed. At one of these meetings usually held in the "pie car," so-named in recognition of the great home made pies and meals served there by member Loretta Siebert, someone passed around a picture of the Ten and said that Bob Carlson, the owner, was going to move the engine to the Valley RR. I found the engine to be an impressive not-so-little tank engine.

The engine was soon brought to Essex on a drop flatbed and ramped off the makeshift track on the flatbed and onto a side track that passed over an unused coal conveyor pit we used as a work pit. The running rails were each supported by a massive wood beam over the pit. As the engine, controlled by a winch, slowly moved off the flatbed and was about to level off onto the pit track, it broke loose from the cable and coasted merrily on its Timken roller bearing journals toward the pit. As it reached the pit it tilted suddenly on the engineer's side and then levelled off on the other side of the pit and came slowly to a halt. The beam on the engineer's side had cracked and the loco had almost tipped over into the pit; its momentum had saved it.

I had not seen the unloading; I arrived shortly after. When I saw the engine it was "love at first sight." It was

1971 and the Valley's first operating season with engine 103, a little Baldwin Prairie type belonging to the Empire State RR Museum. This engine was formerly owned by the Sumpter and Chocktaw, a lumber hauling line.

The first operating season at the Valley was in full swing and the public response was beyond expectations: every train was full and the little 103 run by Bob Lyons, a retired contractor, or Bob Jones, a retired New Haven engineer, was worked to its limit pulling four or five coaches. It was obvious that the 103 would soon have to be supplemented by a larger engine on some trains. The 97, a Consolidation built by Alco's Cooke Works at Patterson, NJ in 1923 and leased to the Valley by owner Steve Bogen, was being readied for service. One day I was working on the steam dome throttle atop the boiler of 97 while on the adjacent track the Ten's owner Bob Carlson was attempting to remove the Ten's throttle to access the inside of the boiler. He was having no success at loosening the U-strap that held the throttle tight to the dry pipe and was colorfully expressing his frustration. I hollered over to him, "Bob, I'll take the Ten off your hands for a buck!" He jokingly replied, "You can have it."



STEAM TEN AS PICTURED IN THE CARBUILDER'S CYCLOPEDIA, 1934.

I bought the Ten from Bob that December. It was now my problem. Some of my colleagues teased me about the engine never running again, but that didn't discourage me.

The first thing I did was remove the throttle by not bothering to loosen the four frozen nuts that held fast against all previous efforts to remove them. I burned the strap with an acetelyne torch. The part of the strap I had to cut was obscured by the throttle casting, so I dropped a small mirror suspended by a wire into the steam dome and cut, guided by the mirror image. The first of a long series of obstacles was gotten around. It got worse from there.

Stay tuned for the next exciting installment!

*Joe*

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Ladies and gentlemen:

## A few words from the Prez

Dear Friends,

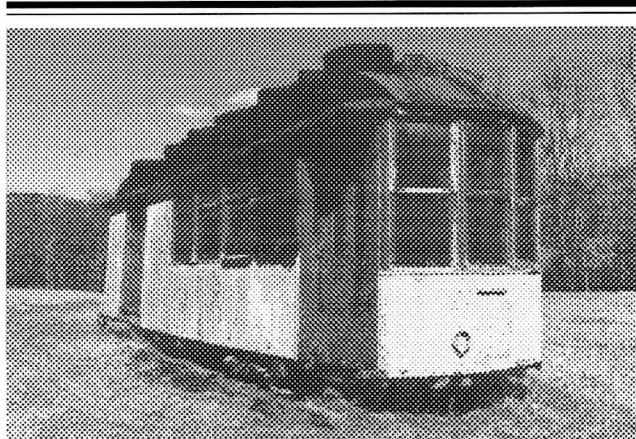
A great man once said, "It's a wonderful day in the neighborhood." Another said, "If we don't change pretty soon, there's going to be some unemployment at the laundromat."

The biggest single change in our museum neighborhood that affects how our organization will grow both from a quantity and a quality point of view is our management. Up to this point, a large chunk of the management has fallen on the shoulders of one individual. And I would be less than candid if I didn't say that it got very lonely at the top, especially when there was so much to do.

One of my proudest accomplishments at the Museum to date is assembling the present Board of Directors. Headed by the able Sam Bartlett, the Board promises to steer this museum from our old dormant/static world to a dynamic operating museum.

For the very first time ever, the Board has a series of working committees thrashing out the variety of museum issues that need to be thrashed out if we are in fact going to be trolley successful.

It's not going to be easy. We have many obstacles to overcome in our pursuit of an operating and functional museum. Today, it is much more than a one person job. There's a lot of work out there from attracting volunteers, to setting up a telegraph, to planting flowers, to fundraising, to making this *Transfer*.



NUMBER 10 LANGUISHES AT THE MARSHALL JOHNSON FARM IN THIS 1991 PHOTO BY AL BARTEN.

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Make no mistake about it. You can get on board without being on the Board. The year 1999 is going to be pivotal in our existence and, quite frankly, we need all the help we can get.

Before closing, I must tell you that I have a feeling that, in addition to being pivotal, 1999 is going to be a very special year as well. Unfortunately, I can't tell you exactly why I have this funny feeling, but I hope that you'll stay tuned to this station for a potentially electrifying statement coming your way in the very near future.

Very trolley yours,

*Tony*

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### Your Mailing Status

Your address label shows your membership level and expiration date. If there is no date, or if your date is prior to 12/31/99, then you are not a current member. If you wish to receive future issues of *Transfer* you must be a current member of the

Museum. (Recipients with a Go code on the label will continue to receive future mailings.)

You can join by sending a check, made payable to Shelburne Falls Trolley Museum Inc., to: D. Bartlett - SFTM, 44 Ashfield Road, Shelburne Falls, MA 01370.

Membership levels are Individual (\$15), Family (\$25), Friend (\$35), and Patron (\$100).

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# The Museum's Y2K challenge

Most news concerning the impending year 2000 is full of concern for the potential dire consequences of our dependence on antiquated computer technology. At the Museum, we are approaching the new millennium with great anticipation. Not because our technology is so low as to be absolutely "Medieval," as the kids like to say, but because we are literally standing at the threshold of a new and exciting era in the Museum's short history.

Over the last eight years we have had one overriding goal: Restore trolley #10 and, God willing, get it running. Thanks largely to the persistence of founder and president Tony Jewell, state and federal funding, and a small band of professional carpenters, mechanics, and consultants, our goal is nearly complete.

In the new era of the Museum, and coincidentally the new millennium, our focus is on sharing our treasure with the public—providing the Falls with a super attraction that

we can all be proud of. If we let our imaginations roam for a minute, we can envision a museum that is an integral part of the community's growth strategy.

We're well poised for this new era. We have an energetic Board of Directors, capable leadership, an attractive product, and the possibility of having our car actually serve a useful purpose as a working shuttle for other town attractions.

Our new mission requires more than a few dedicated directors. It requires participation by the many members, who can provide us with the varied talents and resources that are needed for the Museum to become a contributing member of the local community.

We hope you'll join us in this new era of the Museum.

*Al*

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## Your directors and officers for 1999

The annual election of Directors and Officers was held in February. Two new Directors were elected to fill vacancies. We welcome Cathy Buntin and Mike Cole to the Board. One vacancy exists.

### Officer-Directors:

President - Tony Jewell  
Vice-President and Chairman of Board - Robert Bartlett  
Clerk - David Bartlett  
Treasurer - Peter Johnson  
Vice Chairman of Board - Cathleen Buntin  
Assistant Clerk - Joe Pagano  
Assistant Treasurer - Michael Cole

### Directors:

Alfred Barten, Brian Carr, Dan Moscato, Norman Sessions

**Working committees** have been set up as follows:

Executive Committee - Robert Bartlett  
Finance Committee - David Bartlett  
Public Relations Committee - Cathleen Buntin  
Gift Shop/Museum Committee - Michael Cole  
Fund Raising Committee - Peter Johnson  
Operations Committee - Robert Bartlett  
Membership Committee - David Bartlett

With the exception of the first two committees, members of the Museum at large are most welcome to serve on these groups. Contact the Museum if you wish to become involved.

### Who Are These People, Anyway?

Al Barten - Conway, MA - Technical writer; trolley historian and modeler.  
David Bartlett - Buckland, MA - Retired civil engineer/educator; steam-era photographer.  
Robert "Sam" Bartlett - Leyden, MA - Electrotechnical consultant; former Conway Scenic Railroad employee.  
Cathy Buntin - Charlemont, MA - Former manager with Holyoke Heritage Park rail operation; railfan.  
Brian Carr - Colrain, MA - Retired B&M locomotive mechanic.  
Mike Cole - Acton, MA - Retired mechanical engineer; railfan.  
Tony Jewell - Shelburne Falls, MA - Railroad track consultant; founder of the Museum.  
Peter Johnson - Conway, MA - Municipal assistant, member of trolley #10 donor-family.  
Dan Moscato - Washington, ME - Vice President, Maine Coast Railroad; railfan.  
Joe Pagano - Shelburne Falls, MA - Piano restorer/rebuilder; a donor of Steam Locomotive #10.  
Norm Sessions - Heath, MA - President of Blassberg Trucking; lessor of the Museum grounds.

*Dave*



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You knew we were gonna ask for help, didn't you?

## Gotta make the donuts

For the summer of 1999, the Shelburne Falls Trolley Museum's Directors, Officers and volunteers (different titles, mostly the same people) are working on transforming SF&C #10 from a static display to an operable trolley car. They are also working on the many other associated tasks needed to support such an operation.

Much work is needed to bring the trolley to operating condition, including interior and exterior painting, hanging of brake rigging, adding new wiring and installing controllers for the motors. The planned erection of an overhead electrical system will allow the Museum to operate the car and give rides to the public. The Bangor and Aroostook coach is being refurbished to house the museum's library. The steam locomotive will continue to get cosmetic attention while a study progresses to determine what is needed to make it steam once more. Track and yard maintenance is continuing.

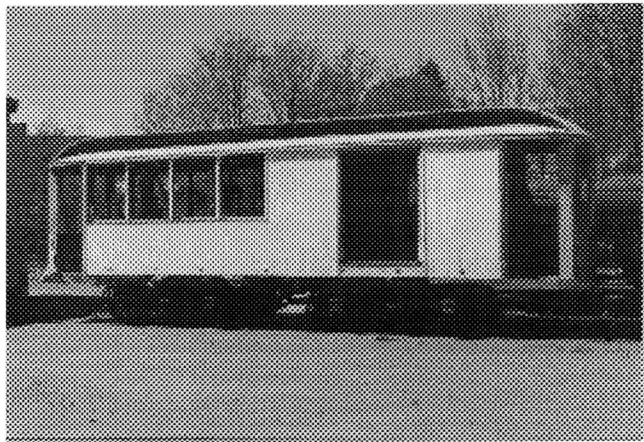
Your participation in these efforts can take several forms. Volunteer help, both unskilled and professional, is needed on the trolley, steam engine and coach restorations, as well as in the yard and on the electrical system. The various committees need more members, and the museum/gift shop needs to be staffed. Financial support is also welcome, since all the parts for the electrical overhead (the structure that supports the trolley wire) still need to be purchased.

Specifically, we need help doing the following:

- Painting the coach and steam engine
- Paint scraping on the steam engine and coach
- Carpentry in the trolley and coach
- Lining, leveling, and bonding the track that the trolley will use
- Cleaning up the yard and car barn
- Staffing the gift shop/museum
- Fabricating the bracket arms for hanging the trolley wire
- Installing hardware, wire and bracket arms on poles for the trolley wire
- Wiring the electrical equipment on the trolley
- Wiring the substation that will provide our 600VDC
- Hanging the brake rigging on the trolley
- Setting up the library in the coach
- Landscaping, mowing, planting, brush cutting

In addition to volunteer help and financial contributions, we need the following materials:

- Lumber to deck the flat car
- Boards to support the trolley wire in the barn
- Electrical hardware, such as insulators, guy wires, clamps
- Pipe, rod and plate for fabricating the bracket arms



NUMBER 10 IN A RECENT PHOTO BY DAVE BARTLETT.

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Heavy bond wires for the rail joints  
Lightning arrestors

Examples of specific items and their costs, for which we need contributions:

50KVA transformer, \$600  
Trolley wire, 1100 feet at \$1/foot  
Bracket arms for supporting the wire, 10 at \$250 each  
Addition of 350 Amp service to trolley barn, \$1000

Expertise that the subcommittees could use, either direct help or occasional advice:

Fundraising  
Safety, operating rules, operator training  
Electrical line work  
Bylaws, legal  
Electrician

If you would like to lend a hand in getting the car rolling, please contact us! Whether you want to take part in ongoing work, or can be available for specific projects or work days, please let us know. For wiring/electrical help, donations of parts, safety and operation help, or committee work, call Sam Bartlett (624-0192, Sam@Bart-Tech.com).

To help in the Gift Shop or on the trolley restoration, call Mike Cole (978/263-6367, mcole@compuserve.com). To work on the coach, to donate memorabilia or to make a financial contribution, call Tony Jewell (625-6707, tonyj@javanet.com). To work on the steam engine, call Joe Pagano (625-6978, paggar@javanet.com)

Donations to the SFTM are tax deductible. As always, we welcome donations of useful tools and railroad related artifacts and memorabilia.

*Sam*

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# This 'n that

Congratulations to **Ken Belovarac**, an MBTA engineer, for winning the grand prize in our web contest. (BTW, our address is [www.rrhistorical.com/sftm/](http://www.rrhistorical.com/sftm/). Anyone care to help maintain the site?)

Thanks to **Nancy Dole** and **Mary Johnson** for planting the Museum flower garden.

Thanks also to our many benefactors, including the **Amherst Railway Society** for \$3500 to build new steps (by **Orchard Supply** of Conway) for trolley #10, to **Mass Electric** for donating 15 line poles from which to support the brackets and trolley wire, to **WMECo** for agreeing to install the poles, to the Boston chapter of the **National Railway Historical Society** and **Gerhard Postpischel** for unsolicited cash donations. (We'll catch up with all our benefactors in a future issue of *Transfer*.)

Paid membership has reached 85 under new membership chairman **Dave Bartlett**.

The Museum has hosted group tours by classes from the **Eaglebrook School**, **Heath Elementary**

**School**, **Buckland-Shelburne Regional Elementary School**, and **Rowe Elementary School**.

The Museum was open for **Riverfest 1999** and provided trolley bus tours of Shelburne Falls.

The **Shelburne Falls Area Business Association** has been studying the potential synergies between **Lamson Goodnow** and the Museum. This could someday lead to an industrial museum/retail park at Lamson Goodnow with shuttle transportation provided by our trolley #10.

We recently completed a flyer inviting the public to visit the Museum (a copy is included with this newsletter). Directors and volunteers have been distributing them to area merchants in Franklin, Hampshire, and Hampden counties. If you know of someone who would be willing to display our flyers, and doesn't yet have them, give **Cathy Buntin** a call (413/339-0117 or email [cobuntin@aol.com](mailto:cobuntin@aol.com)).

**Stephen Gardner**, our former administrative assistant, started work with Guilford Industries in February as a conductor and has since been promoted to train dispatcher. Way to go, Steve!

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July 1, 1999

Transfer

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## Shelburne Falls Trolley Museum

14 Depot Street

Shelburne Falls, MA 01370

413/625-9443 • [www.rrhistorical.com/sftm/](http://www.rrhistorical.com/sftm/)

Is this your

# LAST ISSUE?

Unless you are a current member or a designated friend of the Museum, this will be your last issue of *Transfer*.

HERE'S A TIP:

CHECK THE MAILING LABEL;  
ALSO THE NOTICE AT THE  
BOTTOM OF PAGE 3.

