

# TRANSFER

VOL. 18 - NO. 3 SHELburne FALLS TROLLEY MUSEUM NEWSLETTER FALL 2009

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

## PRESIDENT'S REPORT

### A Tale of Two Motors, and Other Projects.

When No. 10 was donated by the Johnsons to SFTM, it was just a wooden body. The most obvious of the missing parts were the two trucks (the frames that hold two axles, with their wheels, motors and brake gear). No. 10 was a two-truck car until it became a farm outbuilding. Many, but not all, two truck cars had four motors, one attached to each axle. No. 10 had trap doors to access all four axles, and could have had four motors, but records seem to indicate that it only had two, at least at times. Since changing out an electric motor is relatively simple, it was common for street railway companies to move motors around, perhaps 'sharing' motors between a snow sweeper and an open car, changing motors with the seasons.

To make No. 10 operational, she needed trucks. Founder and restoration project manager Tony Jewell looked far and wide to find replacement trucks for No. 10's reincarnation. After some moldy and high-priced dead ends, he found a functional and reasonably-priced pair of trucks with four motors at the Wanamaker, Kempton and Southern Railroad in Pennsylvania. These trucks were overhauled by Bruce Thain in Connecticut. Bruce determined that one of the motors was not in very good shape, a measurement with a megohmmeter showed weak insulation. It was decided to just install two motors, and keep the other two for spares. No. 10 has run now for ten years on those first two motors, with (dare I say it?) nary a whimper.

But when a 40 hp electric motor fails, it usually goes with a bang, not a whimper. Or maybe a lot of sparks and grinding noises. Followed by smoke and an inability to move the car. Instead of just sitting and waiting for that inevitable day, the board has decided to overhaul the two spares. Once they are ready, we will install them in No. 10, greatly reducing the likelihood of fireworks from under the floor.

To that end, Dave Dye and Sam Bartlett loaded up (yes, the boom truck still works!) the two spares and trailered them to A.C. Electric in Bangor Maine. There they will be taken apart, the commutator will be smoothed out, the armature will be vacuum pressure impregnated, the field coils will be reinsulated, the bearings will be turned and trued, in short they will be ready for long busy life.

This will cost \$4000 per motor, which is a lot of money for small museum, but it is a lot cheaper than having to replace or rebuild a blown motor. Please consider an additional donation when you renew your membership this year.

Speaking of donations, the Community Foundation of Western Massachusetts has generously donated \$3,000 to our car barn fund. We are still seeking donations for the car barn from members as well. We will proceed this winter with design work for the car barn, and will start work on construction as finances allow.

In other news, projects this fall included slate roof repairs on the freight house, repairs to the boom truck, cleanup of the old coal building foundation that sits on the property line near Elm St, covering F&L No 60 in Ashburnham, caboose scraping and painting, creamery platform cleanup, tie reorganization, fare counter rebuild, Western Union Self-Winding clock repair, winterization, grant applications and working (successfully for the moment) to keep all the rental space occupied.

SFTM's volunteer crew works hard to keep the museum operational and improving in appearance and reliability. While we are not in danger of going bankrupt, and actually have had a good year fiscally, we hope you will be generous with your memberships and donations. We couldn't, and wouldn't, do this without your support.

**Sam**



The two traction motors, chained down on a heavy-duty trailer and on their way to Maine for complete overhaul - a round-trip that kept Dave Dye and Sam on the road for 17 hours.

Photo - Sam Bartlett

## DIRECTORS AND OFFICERS - 2009

### **Officers:**

President - Robert (Sam) Bartlett  
Vice President - David Dye  
Clerk - David Bartlett  
Treasurer - Betsy Wholey Osell  
Chair of Board - David Dye  
Assistant Treasurer - Shirley Pelletier

### **Directors:**

Gerald Besser  
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David Goff  
John Pelletier  
Shirley Pelletier  
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**TRANSFER** is a publication of the Shelburne Falls Trolley Museum Inc., produced for the enlightenment and entertainment of our members and special friends. Spring, Summer, and Fall issues are planned for each year. Comments, contributions, and letters to the editor are welcomed.  
David C. Bartlett - Editor

[dbartlet@crocker.com](mailto:dbartlet@crocker.com)

## GUEST BENEFITS FOR MEMBERS

**Individual** and **Junior** levels (IN) (\$15) and (JR) (\$10) - card is valid only for named member. No additional guests.

**Family** (FA) level (\$25) is as follows: your card covers rides for up to two adults and all related children under age 18. There are no additional guest privileges for the Family membership.

Beginning at the **Friend** (FR) level, additional guests may accompany you whenever you ride the trolley:

**Friend** (\$35) - 2 guests, plus Family privileges.

**Contributing** (CO) (\$60) - 4 guests, plus Family.

**Patron** (PA,BP,SP,GP,LM,HL) (\$100 and higher) - no set limit to number of guests you may bring when you come to SFTM.

## MEMBERSHIP REPORT

As of this writing, SFTM has 144 current active memberships.

## WELCOME MORE NEW MEMBERS

These folks have joined SFTM since the last TRANSFER was sent out:

Robert McGahan – Colrain MA  
Richard Strychars Jr. - Sunderland MA.

## THE CARBARN FUND

At last report there was over \$7,300 in the fund. It is hoped that in the coming year plans can be completed and estimates can be obtained. Grants are being pursued at this time. Donations are very much welcomed.

## SIGNING UP FOR eTRANSFER

As a convenience to our members, and as an attempt to control costs, **TRANSFER** is available on line as a pdf file. This will give you the option of filing your copies of **TRANSFER** on your computer, in case you want to refer back to them at some later time.

If you wish to receive your future **TRANSFERS** by email, here's how to do it:

- Send an email to: [dbartlet@crocker.com](mailto:dbartlet@crocker.com)
- In the Subject line, please enter **eTFR**.
- In the body of your message, please enter **your name** - that's all.

That's all there is to it. Your address will be entered on a mailing list, and the future issues will come to you by internet instead of by snail mail.

## VOLUNTEERING - HOW TO DO IT

Simply contact the Museum (see **Contact US** on this page). Indicate what your interests are - operating, painting, building stuff, selling, or what. We will get back to you and get you plugged in. We need you!

## COMMUNITY BUSINESS SPONSORS

•CHRISTOPHER'S

•VILLAGE RESTAURANT

•WEST END PUB



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## RECENT VISITORS AT SFTM



For over a month in late summer, Norfolk Southern steel gangs and Pan Am Southern tie gangs parked their fleets of track machines nightly on our south track. Regrettably, we didn't have any idea how to operate them, and were unable to rebuild our system during the nights when they weren't looking!



After months of major rebuilding of the Pan Am Southern tracks adjacent to our property at Norfolk Southern's expense, executives of both companies decided to go for a ride, using their most elegant business cars.

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Another visitor – on two occasions - was HyGround Engineering, a geotechnical firm from Williamsburg MA. They were developing a hirail-carried ground-penetrating radar device of a new design, which is intended to be used for subgrade soils analysis on railroads. They had asked SFTM if we could serve as their test site.

Their first visit was to test a hydraulic hirail wheel set that had just been mounted on their large pickup truck. It performed admirably on our less-than-pristine trackage. A week later they were back with all the radar and instrumentation gear on board.

Having pronounced everything working properly, they made a generous donation to SFTM and headed for the Pueblo CO rail test lab for further testing.



HyGround's subgrade testing rig on SFTM's main line.

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## HENRY'S STORY

One of SFTM's most enthusiastic members is Henry Mulvey, a severely physically handicapped twelve year old boy from Conway. Henry has been known to be the first rider of the year when we open, and comes by often during the season to make sure we are taking good care of No. 10. With a good deal of assistance, he has, to his delight, been able to operate the car.

Henry's greatest passion seems to be in all things trolley. He is able to research the field via computer, and he travels to trolley museums anywhere he can get to in order to experience them first-hand. His family has said that he has ridden nearly 100 trolleys so far.

Last summer Henry applied to the Make-A-Wish Foundation, an organization dedicated to doing special things for youngsters with major incapacities. Henry's wish was to go to San Francisco to ride the vintage trolleys that regularly ply the city's streets, and particularly to ride the New Orleans car there. Not only did he get his wish, but he and his family became instant celebrities when the mayor of the city officially proclaimed their visit "Henry Mulvey Day". San Francisco Muni arranged a private charter of the car of his choice on their F line, gave him a tour of their own trolley museum, and another of their yard and shop facilities. It was later reported that when he wasn't smiling, he was laughing, and when he wasn't laughing, he was smiling. A TV clip from a local news outlet pretty much confirms this.

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## TRANSFER

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## LOOKING BACK

Found by a friend in the Chicago Public Library archives is the following article from a periodical of the times called the Street Railway Journal. In it is information new to us regarding the power plant and the rolling stock in the first few years of the Shelburne Falls & Colrain Street Railway.

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### *Street Railway Review* - 1/15/1898

The introduction of the electric motor is doing a great work in out-of-the-way districts into close communication with the great cities. The great trunk line Steam roads connect sections and business centers and branch roads reach out to important cities and towns, but there are districts and villages of more or less importance in the commercial world, within 10 or 20 miles of trunk lines that appear almost out of the world simply because the trunk line cannot see its way to construct and equip a spur to their doors. Often there will be heavy grades, and again there will be so many cuts and fills required that it would cost more for the steam road than the returns would warrant. The steam road causes new cities and new centers to rise and flourish, while the small city or village that once was the boasted pride of a section has been sapped of its wealth and power because the main line missed it by a few miles. This condition exists in so many localities in the eastern and middle states that Goldsmith's "Deserted Village" becomes almost a reality to the traveler in these sections.

The time was when the wealth and power of our country was found principally in these smaller business centers, but the railroads have so changed the conditions that the smaller towns now are only agents for the great cities, and their success as agents depends upon their facilities for handling products that are shipped to and from the great centers of trade. The trolley road is designed in a measure to restore to many of these "side tracked" villages some of the advantages lost by being "out of line." The trolley car can climb steep grades, round short curves, and cross rivers on wagon bridges. It can carry freight, passengers, and mail as readily as the trunk line, putting the population of an out-of-the-way valley into direct communication with the world at large. Last, but not least, the trolley car can be propelled by the very stream that furrows the neglected valley. The road and the power plant to run it can be owned by the community it reaches, making it master of its own toll gate.

There is perhaps no better illustration of taking advantage of conditions than the work done by the Shelburne Falls & Colrain Street Railway Company at Shelburne Falls, Mass. Here is a typical country railway. The Fitchburg Railroad in its course from Albany to Boston, failed to pass through Colrain City, leaving it several hours by team, farther from Boston and New York than some of its more favored rivals. Colrain City is at the head of a beautiful valley that is rich in agriculture and several factories of various kinds find motive power in the small river that drains it.

About a year ago a company was formed of factory owners and

citizens generally for the purpose of constructing an electric railway beginning at Colrain City, touching at Griswoldville and at Shattuckville, intersecting the Fitchburg road at Shelburne Falls. An unused water power was secured near the center of the line, and on this site a power house and car barn were built. A second car barn was also built in Colrain City.

The power is supplied by a pair of 27-in. turbine water wheels working under a 20-ft. head and furnished by the Holyoke Machine Company, Worcester, Mass. The speed of these wheels is regulated by a governor built by the Replogle Governor Works, Akron, Ohio. As it was necessary to carry the water from the dam to the wheels in a long iron feed pipe, it was also found necessary to make all the pulleys very heavy in order to counteract the bad effects of the long closed flume. In other words care was taken to add ample balance-wheel effect, with the result that the plant is well governed for the work required of it. The power is transmitted by belt to two 75-k. w. multipolar generators built by the Westinghouse Electric & Manufacturing Company, Pittsburgh, Pa. The generators are driven from a line shaft that is provided with the necessary cutout clutches. The line shaft can be separated from the water-wheels and the supplementary engine, or connected at will, by sleeve clutch pulleys. The engine reserve consists of one cross compound Fitchburg engine 12 and 20x24 in. and a No. 6 Deane jet condenser, and is supplied from one horizontal tubular boiler 18 ft. x 6 ft.

The road comprises six and one-half miles of main line and about one-half mile of spurs. It follows the entire length of the principal street in Shelburne Falls, and when finished will meet the Fitchburg road on the south side of the river.

The motor equipment consist of six No. 12 Westinghouse motors on three Bemis trucks, two No. 38 Westinghouse motors on a double truck, and two No. 38 motors under a snow plow mounted on the wheel axles.

There are one combination car for passengers, express, baggage and the United States mail, one 26-ft. closed car, one 28-ft. open car, one 34-ft open car and two trailers. There are also four box cars and four flat cars for freight traffic. The freight traffic on this road has reached as high as 660 tons in one month, and consists of cotton, coal, manufactured products, etc. The passenger service is well patronized, and consist of 14 trains daily from Colrain City to Shelburne Falls and return also special trains when traffic demands them. The Sunday service consists of 10 trains each way. We do not have information concerning the average number of passengers carried daily but on July 5 last the records show that 3,208 fares were collected.

The management is making preparations for a park at the Colrain City end of the line, and the indications are that the enterprise is a success from all points of view. The immediate operation of the road has been in the hands of L. N. Wheelock, electrician and superintendent. G. W. Smead is engineer and superintendent of power house.

(Cont'd on Page 5)

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## (Electric - Cont'd from Page 4)

While this road is a success, there were many difficulties to overcome. Part of the roadbed is immediately on the river bank, where a spouty and spongy surface has to be provided against. Other parts have steep grades and not a few curves. Also a few difficulties presented themselves in the construction of a power plant, but the fact that all these difficulties have been overcome proves conclusively that small manufacturing towns can bring themselves closer to markets by their own exertions, and by doing so can compete with the world in the products of their factories, with the advantage of the benefits derived from low taxes, cheap labor, and healthy homes.

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Some notes from other sources regarding the above article's technical data on SF&C rolling stock: No. 12 Westinghouse motors are rated at 36 horsepower at 500 volts. The No. 38 motors are rated at 45 hp at 500 volts. The article indicates that two of the latter are on car No. 10. and two more on snowplow No. 24.

The trucks used in the restoration of No. 10 carry General Electric No. 80 motors. Interestingly, these are rated at only 40 hp each – 5 hp less than the originals.

## HOW WE ARE DOING

The 2009 operating season was, considering the economic misery in the country, quite good. In spite of a fare increase, ridership was right up there with the best seasons, and revenue from tickets exceeded the previous year. Riders came from all over the world. On one September Saturday, an even 50% of the day's riders came from one village in England. The other two riders were local. (Note - this was not a typical day – it was pouring!).

As of mid-November, total income for the year to date was \$34,772. Total expenses: \$33,487. Volunteer hours – way too many to count!

Our largest income items so far this year are:

Rental Revenue:	32%
Memberships:	19%
Merchandise Sales:	14%
Tickets:	14%
Donations:	7%

On the other side of the ledger, the big ones are:

Mortgage:	33%
Insurance:	19%
Cost of Goods:	10%
Utilities:	8%

As you can see, SFTM has a slight edge that many museums lack – rental income. (It should be noted though that tenants come and tenants go, so the income stream can vary). But without that boost, SFTM would operate at a steep loss every year. Another important component of income that “floats our boat” is your membership support. Without our members, there would be no SFTM!

A hearty THANKS to all of you who generously support our effort! If you keep up your good work, we will be able to keep up ours!!

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### A MORTGAGE NOTE

Good news here is that the whole mortgage issue goes away for good in June, 2018, Count on a gala event to be held on the appropriate day!

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### ANOTHER NOTE

In reviewing the Electric Railway Journal article, it is stated that the Fitchburg Railroad runs from Boston to Albany. In fact the FRR ended at Troy.



Photo - Courtesy of Ellie Baker

This picture was taken ten years after the above article appeared. Shown is the Shelburne end of the new trolley bridge at Water Street. Presumably the wooden formwork out over the river is in place and it's now time to bring on the concrete.

### “The Coming of the Train”

We still have copies of this exquisitely detailed hardcover book on the legendary Hoosac Tunnel & Wilmington Railroad, the Deerfield River Railroad, and the industries they served. The price is \$49.95. SFTM members may purchase the book for \$44.95. We accept mail orders. Add \$4.00 to the member price for shipping (and sales tax of \$2.81 more if MA resident).



## **2010 OPERATING SCHEDULE**

**BEGINNING ON MEMORIAL DAY WEEKEND,  
OPERATING EVERY SATURDAY, SUNDAY, AND  
HOLIDAY, THROUGH THE END OF OCTOBER.  
HOURS OF SERVICE - 11 AM TIL 5 PM.**

**ADDITIONAL SUMMER SERVICE:  
JULY AND AUGUST -  
MONDAYS - 1 PM TIL 5 PM.**

## **MEMBERSHIP RENEWAL TIME**

Please check the date on your mailing label below.  
If the date is **12/31/2010**, then you are good to go  
with SFTM til then.

If your date is **12/31/2009**, it is time to renew.

SFTM heavily depends on its memberships for its  
continuing success. Everything you give goes into  
the care and feeding of Trolley No. 10 and the land  
and buildings it operates on. The entire staff at  
SFTM is one of volunteers only, so nothing you  
give goes to pay them.

Renew today. Help keep the lights on and No. 10  
rolling down the line!!

## **VOLUNTEER OF THE YEAR**



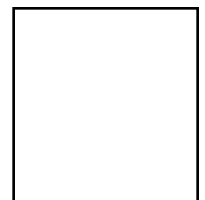
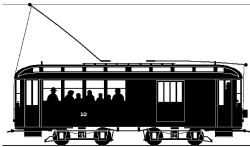
**Rowan de la Barre**

Rowan, from Amherst, SFTM's youngest qualified  
operator, has worked an incredible number of hours  
in 2009. As Motorman and Conductor, he  
frequently filled in when SFTM was short-handed,  
and made sure that No. 10 was ready to roll when  
the passengers wanted to ride.

Thanks for a great job, Rowan!

**Shelburne Falls Trolley Museum**  
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*Check the date on the upper right of your mailing label.  
Is your membership about to expire?*

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