

TRANSFER

VOL. 19 - NO. 3 SHELburne FALLS TROLLEY MUSEUM NEWSLETTER

FALL 2010

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

PRESIDENT'S REPORT

The Shelburne Falls Trolley Museum has completed our eleventh operating season, and we will be celebrating our 20th year of preserving local railroad and trolley history next year. Our final ridership numbers were encouraging, showing that we continue to thrive, bringing in new guests and loyal returning guests.

Ridership in 2010 was 3160, about the same as last year, but down 14% from our best year, 2007. Ticket Revenue was an all-time record (we had a fare increase in 2008) of \$6790.50. The final numbers aren't in for TrolleyStop revenue but it is probably down a bit due to our blacksmith being unable to create the very popular railroad-themed ironwork that we sell. All our rental spaces are filled at the moment so we are on solid financial footing. Of course we can always use your donations to our Car barn Fund.

All of this happens due to an enormous contribution of volunteer time. Alden tells us he, Rowan and Richard worked over 24 'tricks' as trolley crew this season. Of course Polly and Dave probably cleared 100 between them this season, although Dave has some new help and has gotten some time off thanks to Marge, Reba-Jean and especially, April. We'll be looking for more help in the spring!

Meanwhile, we'll be getting ready to change out the motors on No. 10, building the new car barn track (the house track is partly ripped up and the pump car 'shanty' has moved west), looking for more car barn funds, figuring out what to do with the little wooden coal building (it is in the way of the new car barn), getting ready for the Big E Railroad Hobby Show (West Springfield, MA January 29-30, 2011) and preparing for a new season and our twentieth year.

Sam

CARBARN CAPERS

After much fiddling, tweaking, re-tweaking of original concepts, we have arrived at a suitably-sized car barn plan: big enough to serve SFTM's needs for the foreseeable future, and small enough to fit inside a restrictive budget.

Plans prepared by a local architect may be seen on Page 5 of this issue, and a site map by our staff appears on Page 4 Envisioned is a building 40 feet wide by 50 feet long, sited on the grounds such that there is room for a future extension. The building will have

two bays, allowing one track for basic car storage, and the other for car maintenance, repair, and restoration.

Considerable research has gone into meeting the restraints of zoning, building, and plumbing codes and regulations. Plans have been run by the appropriate czars in these areas for guidance, and adjusted accordingly when hoop-jumping was required. Consideration of fire-resistance and cost dictate that an all-steel building, while esthetically not a first choice, might give the biggest bang for the buck, and preliminary estimates are being gathered. The architect drawings are based on the steel scheme.

Now comes the hard part. While the car barn fund has reached nearly \$12,000, some of that will be eaten up by the architect's work and various permitting fees. The rest wouldn't put up much more than a very elegant tool shed.

SFTM is determined that this barn will be built, so that No. 10 can be better protected from fire risk, and so that a future acquisition can also be housed. It should be noted here that the body of the Fitchburg & Leominster Wason car No. 60, currently located in Ashburnham, is SFTM's for the taking, and transportation has been located, but there is no point in bringing it to Shelburne Falls until suitable shelter for it is available.

Note further that SFTM is not off on a major acquisition bender. That has been the downfall of some other rail museums. But at some point SFTM needs to have a backup unit for No. 10, and must to have secure housing available.

Phase Two of the Car barn Plan is to get past all permitting hurdles and be at a point where we can get cost estimates. This Phase is nearly complete. Phase Three is to start trackwork (some work on this has started already) and site preparation. We will continue to apply for grants to fund this project, to date we have gotten grants from Amherst Railway Society (two) and The Community Foundation for Western Massachusetts.

Our membership has been a critical source of funding for SFTM's needs. Over the years, our members have been very generous. If you are in a position to give the Car barn Fund a boost at this time, you will see your contributions morphing into concrete and steel.



You can find an enlargeable version of the car barn plan at our website: sftm.org.

DIRECTORS AND OFFICERS - 2010

Officers:

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

Directors:

Alden Dreyer
David Goff
John Pelletier
James Wholey

CONTACT US

Phone: 413-625-9443
Email: trolley@sftm.org
Snailmail:

Shelburne Falls Trolley Museum
PO Box 272
Shelburne Falls MA 01370

Web: www.sftm.org

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

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 privileges..

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

MEMBERSHIP REPORT

As of this writing, SFTM has 136 current active memberships.

WELCOME MORE NEW MEMBERS

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

Richard Quinn – Rowe MA
Mark Roessler - Northampton MA
Bill St. George - Holliston MA
Joan Davis – Breckville OH
Janet Greenberg – Shelburne Falls MA
Joan Greenfield – Shelburne Falls MA
William Green – Shelburne Falls MA

NOTICE OF ANNUAL MEETING OF THE SHELburne FALLS TROLLEY MUSEUM INC.

The Annual Meeting of the Corporation has been called for Tuesday, February 15, 2011, at 7:00pm in the Village Information Center, 75 Bridge Street, Shelburne MA. This meeting is required by law to be held for the purpose of electing certain Directors and Officers for the coming year, and is open to any and all SFTM members holding 2011 memberships.

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
- 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.

Please note – if you are an eTFR subscriber, and subsequently **change** your email address, please be sure that you let us know.

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!

WHO MAKES THE WHEELS GO 'ROUND?

In the Operating Department

Chief Crew Dispatcher Alden Dreyer has his hands full, cajoling, pleading with, and promising eternal life to any motormen, conductors, or operators who will fill the crew board on any given day. But he manages to pull it off so that No. 10 is right and ready to go when the Museum opens for business. Thanks especially to those who have really pitched in at the last minute when the pickings were slim.



Piper Pichette (above) came on board in mid-season, and has taken hold with great enthusiasm. She showed up one day, wanting to volunteer in any way she could. While Passenger Services at that point was still low on help, she was handed over to Operating. Tentatively at first, she soon had No. 10 seeing things her way, and seems to find great pleasure in running the car.



Sam Bartlett (lower left), who wears more hats at SFTM than anybody else, puts on his motoman's hat when needed. Sam is the most senior of the crew, having been on board since the first day that No. 10 appeared in public, in 1999.

Here's Alden's list of his Knights (and Knightesses?) of the High Iron:

Marie Bartlett
Polly Bartlett
Sam Bartlett
Ernie Darrow
Rowan de la Barre
Alden Dreyer
David Goff
Bill Kaiser
Paul Mascolino
Shirley Pelletier
Stan Perry
Piper Pichette
Richard Strycharz
Frank Talarczyk
Tom Watson
Jim Wholey

Ernie, Piper, Richard, and Frank joined us this past season, and were very welcome additions to the crew.

While the above list suggests that SFTM has a very ample crew, one must understand that while some people are readily available to help, others on the list often have other obligations which prevent them from serving as much as they'd like. The bottom line is, that at times, there are still crew shortages on any given day. Hence SFTM is always in need of more operating crew.



In the Passenger Services Department

Dave Bartlett and his Shop Crew handle the ticket and merchandise sales, promote memberships, answer questions, radios, phones, and most important, keep the restrooms stocked.

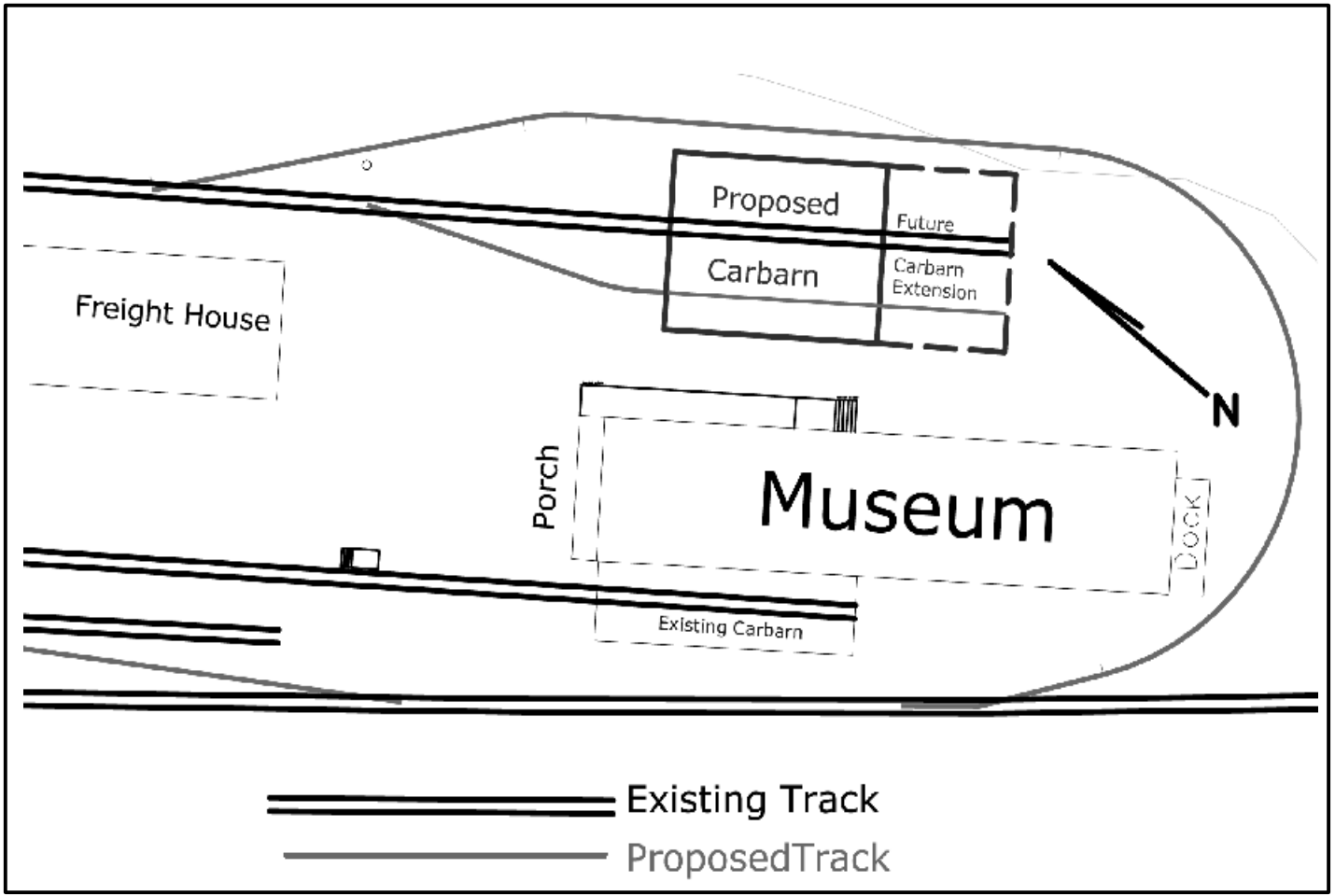
Betsy Osell and Nancy Parland have been long-time regulars. During the summer, some very welcome new volunteers signed on. Marge Choquette, April Mascolino, Reba-Jean and Marisca Pichette joined the merry band. April not only joined it – she just about took over the place, thereby spoiling the General Passenger Agent with a greatly appreciated amount of time off!

SEE SFTM AT THE BIG E

Saturday January 29 and Sunday January 30, 2011

Once again SFTM's booth will be open at the Amherst Railway Society's annual gigantic train show in West Springfield MA.
Stop by and chat.

SITE PLAN – PROPOSED NEW CARBARN AND FUTURE TRACK ADDITIONS.



WHAT IS THIS THING CALLED “LIGHT RAIL”?

We keep hearing this term bandied about. Uncertain of its true meaning, we consulted the oracle:

Lightrail.com's Definition of “Light Rail”

For purposes of lightrail.com's page(s), "Light Rail" is defined as follows:

An electric railway system, characterized by its ability to operate single or multiple car consists (trains) along exclusive rights-of-way at ground level, on aerial structures, in subways or in streets, able to board and discharge passengers at station platforms or at street, track, or car-floor level and normally powered by overhead electrical wires.

Other "official" definitions offered

*APTA Glossary of Transit Terminology definition:
"An electric railway with a "light volume" traffic capacity compared to heavy rail. Light rail may use shared or exclusive*

rights-of-way, high or low platform loading and multi-car trains or single cars. Also known as streetcar, trolley car or tramway.

Transportation Research Board definition:

Light rail transit is: "A metropolitan electric railway system characterized by its ability to operate single cars or short trains along exclusive rights-of-way at ground level, on aerial structures, in subways or, occasionally, in streets, and to board and discharge passengers at track or car-floor level."

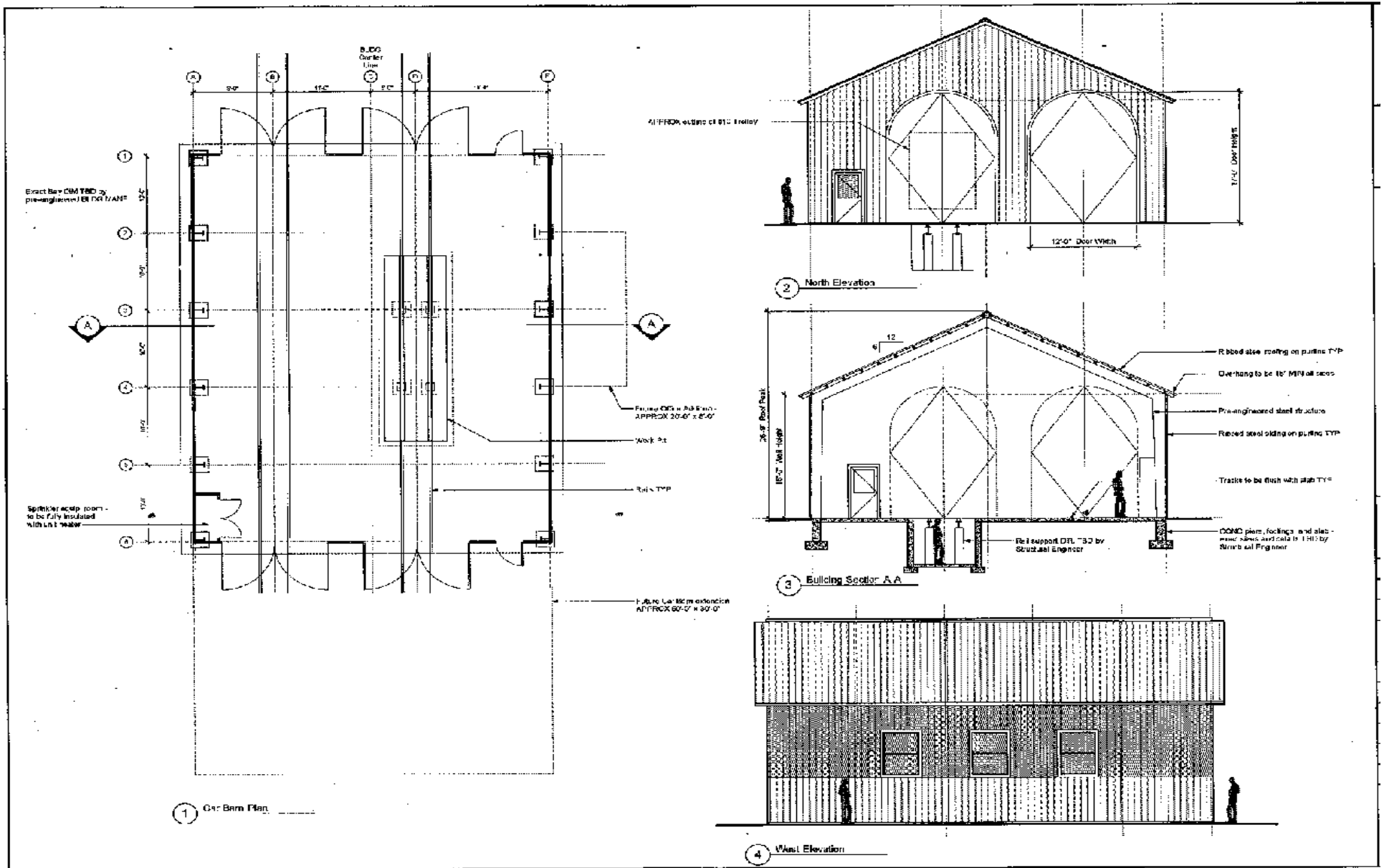
Some other definitions and thoughts submitted:

** Light Rail is the child of a streetcar mother and a rapid transit father. It is a nephew to an interurban line, a cousin to commuter rail, and a step-brother to a bus..*

** "I can't define it, but I know it when I see it!"*

- "On heavy rail, you board the train from a platform.*
- On light rail, you board the train from the ground."Lightrail.com's definition of "Light Rail"*

Now you know (or do you?). Next time we tackle the even more exotic topic of “High Speed Rail”. If you are confused now, wait until we get through that one!



PRELIMINARY PLAN AND ELEVATIONS OF PROPOSED CAR BARN
SHELburne FALLS Trolley Museum

TRANSFER

RENEWAL TIME!

SFTM memberships (with the exception of Life Memberships) expire at the end of the calendar year.

Your support is critical to keeping No. 10 running. SFTM can't pull this off without your continuing help. Please take this time to fill out and return the enclosed Membership/ Ballot form.

Remember, SFTM is a 501c3 non-profit organization, which means that your donations to SFTM may be tax-deductible.



VOLUNTEER OF THE YEAR

2010

BILL KAISER

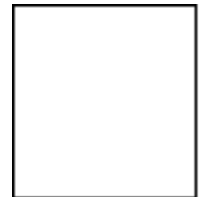


Award-winner Bill Kaiser can be seen tucking into the fixings at SFTM's annual Volunteer Appreciation Day lunch. (That's Bill, center right, in gray jacket).

Congratulations, Bill!!

Shelburne Falls Trolley Museum
PO Box 272
Shelburne Falls MA 01370-0272

413/625-9443 www.sftm.org/



IT'S RENEWAL TIME. IS YOUR
MEMBERSHIP UP TO DATE?
