



VOL. 22 - NO. 3 SHELburnE FALLS Trolley Museum Newsletter

FALL 2013

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

PRESIDENT'S REPORT

Once again I have the pleasure of announcing a major grant for the Car barn Fund, see details elsewhere and get your checkbook ready. We need to match it.

Ridership for all of 2013 was very average, except that we had a larger percentage of non-revenue (5-and-unders or members) than ever before. Due to our fare increase we have record ticket revenue of \$8250. We had 2253 paying riders, 860 non-revenue riders, and 271 charter riders. As I hope you know, ticket revenue is a small part of our overall income, donations and memberships also are significant parts of our income.

The big news on the Car barn front is that we have placed the order for a new 40'x60' metal building, to arrive in the spring. This will be two stalls wide, with one stall having ample room on both sides to do restoration and maintenance work. The two-tone color scheme will be an approximate match to the freighthouse colors. We have the windows for the new barn on the property, it will have four double hung windows on the south side and six on the north, to allow natural light into the building. The building will have some insulation to keep condensation down, but we do not intend to heat it at this time. The access and doors will allow us to use the space as an assembly area for meetings or meals. Our architect and engineer are working on the concrete foundation plan and the drains for the floor. We will not be installing an inspection pit, instead we will put that money toward proper car jacks so we can lift the car when needed. We would need to jack the car anyway to do major truck work, and in all the years I've been maintaining No. 10 we have made due without a pit. See www.sftm.org/carbarn.shtml for the plans.

An obvious change to the site is that we have removed the old shed that used to sit next to the Visitors Center. We tried to find someone who would take the whole building for reconstruction elsewhere, or for salvage, so that some parts of it could be preserved and so that we didn't have to landfill the whole thing. The siding was not readily salvageable, but the timber frame has gone to a horse farm in Vermont for reuse there. Thanks to Dick Moore, Rowan Delabarre, Dave Dye, Marie Bartlett, Dave Goff, John Greene, Mason Colby and others for their help on this sometimes tricky and sometimes

tedious project.

Mason and I shortened the freighthouse dock on the east end to allow for the new turnout to stall #2 of the new car barn to be located as far west as possible. Marie and I built a slate roof for the entrance sign on Elm Street, it now boasts two nice signs, one for SFTM made by Reba-Jean Shaw-Pichette, and one for the Art Garden, which is the tenant just behind the restroom section of the Visitors Center.

(Cont'd on Page 3)

BROTHER – CAN YOU SPARE A MATCH?

Thanks to a lot of research by Sam, and sending convincing information showing that SFTM was a for-real, solid, just terrifically well managed and operated museum, SFTM has qualified to apply for a grant of \$10,000 from the 20th Century Electric Railway Foundation, a private foundation in California. What SFTM has to do to walk off with this pot of gold is to match the \$10,000 with donations of our own. This will all be earmarked for the car barn fund.

Now, of course we must prove to the Foundation that we really have pulled in our \$10k in donations. And as of this writing, we have the first \$6,300 of it in the bank!! That gets us to second base, but we need more hitters to get to the plate. And here's where you can help make it happen.

Note that the only way we can prove to the 20th Century foundation is to send copies of your checks. And to make that work, if you are also renewing your membership, we ask that a separate check for your **matching donation only** be made to SFTM, and another check for your membership be made. We will blur out your account number on your matching check, as a bit of security for you.

Please make your check payable to Shelburne Falls Trolley Museum, and on the memo line write "20th Century."

Remember – all donations to SFTM are tax-exempt if you itemize for the good old IRS. And donors of \$100 or more will be listed by name in the Spring 2014 TRANSFER.

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DIRECTORS AND OFFICERS - 2013

Officers:

President - Robert (Sam) Bartlett
Vice President - David Dye
Clerk - David Bartlett
Treasurer - Betsy Wholey Osell
Chair of Board - David Dye
Vice Chair – Alden Dreyer
Assistant Clerk – Betsy Wholey Osell
Assistant Treasurer – David Bartlett

Directors:

Gerald Besser
David Goff
Anthony Jewell
William Kaiser
Reba-Jean Shaw-Pichette
James Wholey

CONTACT US

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Shelburne Falls MA 01370

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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

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. What's more, **eTRANSFER** comes out in **full color!**

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 just **your name** - that's all.

Your address will be entered on a mailing list, and the future issues will come to you by internet instead of by snail mail, thereby saving printing and mailing costs. Save a tree, too!!

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

GUEST BENEFITS FOR MEMBERS

Individual and **Junior** levels (IN) (\$20) and (JR) (\$12) - card is valid only for named member. No additional guests. (eTransfer only for JR members).

Family (FA) level (\$32) is as follows: your card covers rides for up to two adults and all children under age 18 related to at least one adult and living in same household. 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 (\$40) - 2 guests, plus Family privileges, and one Instant Motorman opportunity per season.

Contributing (CO) (\$60) - 4 guests, plus Family privileges. And two Instant Motorman opportunity per season.

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

MEMBERSHIP REPORT

At this writing, SFTM has **121** current active memberships.

WELCOME NEW MEMBERS

Keith & Eileen Fisher – Suffield CT
April Mascolino – Buckland MA
Paget Walker – Brooklyn NY

THE CARBARN FUND

Donors since the previous report:

Anonymous (2)
John Greene
David Goff
Tim Lawrence
Marguerite Willis
Don Campbell

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 need you!!!

PAN AM SOUTHERN NOTES



A westbound intermodal climbs Shelburne Hill

Photo – Tyler Trahan

Traffic on the big railroad in town seems to be increasing. Auto shipments have strengthened to the point where separate auto trains have been added – one each way most days. The container/trailer trains were getting too long to fit on the railroad when the auto cars were included. So – snip!

The long-awaited rebuilding of the less than pristine grade crossings at Ashfield and Elm Streets took place recently. For several years there had been a 10 mph speed limit on the main track because the rails in these crossings were so battered down. Made it fun for motorists when a 7000-foot stack train came through town. One could almost eat a pizza while waiting. The tracks were pulled up, the old ballast and mud was dug out, the hole backfilled with new traprock, a prebuilt panel of track set on the stone and connected to the existing rails, then lined and levelled into the 21st century. Paving was replaced. Motorists rejoiced at no longer losing their dentures when they bounced across the crossings.

After a couple of weeks of letting the new track settle, the speed restriction was at last lifted. Track speed is now 40 mph. No longer will No. 10 be able to pace a train and beat it.

More new signals are being installed with LEDs that really light up the whole neighborhood at night. When there's a bit of fog in the area, it's a great light show. And by day there's no doubt about which aspect is being displayed.

TROLLEYFEST 2013

Trolleyfest has been a tradition at SFTM for a number of years. It has wandered through various times of the season. For this year it was decided to hold it on October 12, and to make a Really Big Deal out of it, not only with special events during the day, but with a catered meal in a real eatery as the happy ending. And to make this part happen, SFTM turned to

someone who already had a track record of doing things that couldn't be done, like turning a chicken coop into an operating trolley car, SFTM's Founder, Tony Jewell. He lined up a deal with the Eagles Club for the meal - an elegant buffet it was, then he promoted the event, conning everybody he could to either buy a ticket or else, and the end, filling the hall with happy diners. And then there was the raffle. Tony browbeat a very large number of people into buying raffle tickets. Then he browbeat other folks into donating items of real value for the raffle.

When the dust settled, everybody claimed to have had a good time, and nobody claimed that Tony had cleaned them out of their entire life's savings. And what could be better than that?

Thanks, Tony!! And thanks to all who came and helped SFTM get on with the carbarn construction!!!

PRESIDENT'S REPORT (cont'd from Page 1)

Dick, Dave, and I removed the bumping post at the end of the Main Track, this will be replaced by a gravel pile to bring any wayward trolleys to a less damaging stop.

For Moonlight Magic, Dick and I temporarily moved the loading platform donated by Frank Talarczyk to the Salmon Falls end of the tracks to allow for safer detraining in the dark on that busy night. Then a few days later we moved it all back again.

Sam



Lou Musante "turns the car" at Salmon Falls. With some trees cut down and leaves off of others, No. 10's passengers now get a fine view of Shelburne Falls.

Photo – Tyler Trahan

THE "COAL SHED" THAT WASN'T

Even before we bought the yard in 2004, we had given names to the buildings. The Freight House was easy, it was built in 1867 as a freight house, and had always been one, although it was used as the depot for a time as well. The Visitors Center building (1945) is a bit trickier, many folks call it the Museum, but I maintain that a museum is an organization, not a building. We still sometimes call it the Agway Building, since that was its prior public use, but I try to stick to Visitors Center.

Connected to the Visitors Center is the Car Barn (1996), easy enough for now, but soon it will be the Old Car Barn, I guess, once the New Car Barn goes up.

The small old building was called the Coal Shed, because for some reason we thought that it had at one time been used to sell bagged coal. It certainly had a very robust floor. I use the past tense because that building is no more, having been torn down to make room for our New Car Barn. See below.



Previously, the Shed blocked this view of the Freight House. The Summer Transfer has a 'before' picture.

Being a museum dedicated to history, we did not take the decision to remove this building lightly. We considered relocating it, but didn't have a good place for it and it would have cost over \$20,000 to have it done professionally.

Then we offered it to anyone who would take it down and reuse it as a whole building, or for parts. It was a timber frame building with very little rot, although very weathered on the outside. Several architectural salvage folks looked it over, but it was all soft wood and had apparently been rebuilt from parts of another barn once already, judging by the extra mortises in the beams that had no purpose in this reincarnation. Several of the beams had cracked and been 'sistered' with 2x10's, extra hardware had been added to hold the frame together, and one corner had apparently been hit by a truck once, requiring major repairs with 2x10s and plywood.

We tried to salvage the siding, but although not rotten, it was very brittle and tended to split and break. In the end, the posts, beams, joists, rafters and flooring went to a horse farm in Vermont. They

will have to be cut down and used for a smaller, shorter building since the mortises and tenons were not too sound.

During the deconstruction, we found nothing to indicate that it had ever been used to sell or store coal, unless the bags were tight. We found straw, hay and sawdust, (and many broken liquor bottles were under the building) but no coal dust. One expert who examined the building said it was built after 1875 based on the round pegs. It was on cinder blocks which must have been a later improvement. It had many square nails in the exterior siding, but some round and even spiraled nails in the more modern repairs. At some point it was given a corrugated metal roof. The building had had several different door and window configurations over time.

We took extensive photographs of the interior and exterior, they are at <http://www.sftm.org/coalshed.shtml>.



The walls have been modified over time, and the post and beams seem to have needed some extra support

Old site maps show a 'cattle pen' here, but the shed we took down was never a cattle pen. So we don't know what the building was originally used for. We know that from about 1945 to 1990 Eastern States Farmers Exchange (later Agway) sold tractor tires, grain and other large, heavy items out of this shed. Once it was SFTM's it became storage for a local business, and even served for one last afternoon as a bandshell for Trolleyfest 2013.

Photos and text - RGB

Next year at this time, if things go anywhere near to plan, a picture like this of the freight house will have to be taken out the doorway of the new car barn. All finished – maybe not quite. But if enough new grants show up, all things are possible! Stay tuned.

THE GHOST OF STREETCARS PAST

November 26, 1832 In New York City public service begins on the nation's first streetcar, a thirty-passenger horse-drawn car named the "John Mason", with iron wheels pulled over iron rails. The fare is 12 cents. (Some sources place this event on November 14, 1832.)



Trolleyfest events included the “Official” groundbreaking for the new car barn.
 Dignitaries Doing the Deed - From extreme left to center of view:
 Sam Bartlett, Dave Dye, Dave Goff, Dave Bartlett, and John Greene.

Photo – Tyler Trahan

VOLUNTEER OF THE YEAR 2013

In some years it is easy for the Directors to pick the Volunteer of the Year. For several years, Richard Strycharz has willingly given not only a lot of his time to keep No. 10 running when crews were in short supply, but has very often come by during the week to help mow, fix, in whatever way he can to help improve the operation. He even brings with him his own special assistant, a charming young lady named Rachael. Need something special? Let Richard know, and wham! It appears. A base station which lets the office know when everything from the next thunderstorm to the next PAR train is bearing down on SFTM? Yup. A special kind of widget? Done. And so it goes.



Trolleyfest Scenes
 Marie punches tickets for happy riders



Trolleyfest Scenes
 Polly pumps people on the pumpcar

Two Photos - Tyler Trahan

2014 OPERATING SCHEDULE

OPERATING EVERY SATURDAY, SUNDAY, AND
HOLIDAY, FROM MEMORIAL DAY WEEKEND
THROUGH THE END OF OCTOBER.

HOURS OF SERVICE - 11 AM TIL 5 PM.
ADDITIONAL SERVICE ON MONDAYS
JULY AND AUGUST.

AMHERST RAILWAY SOCIETY'S

GREAT TRAIN SHOW

JANUARY 25 AND 26, 2014

BIG E – WEST SPRINGFIELD MA.

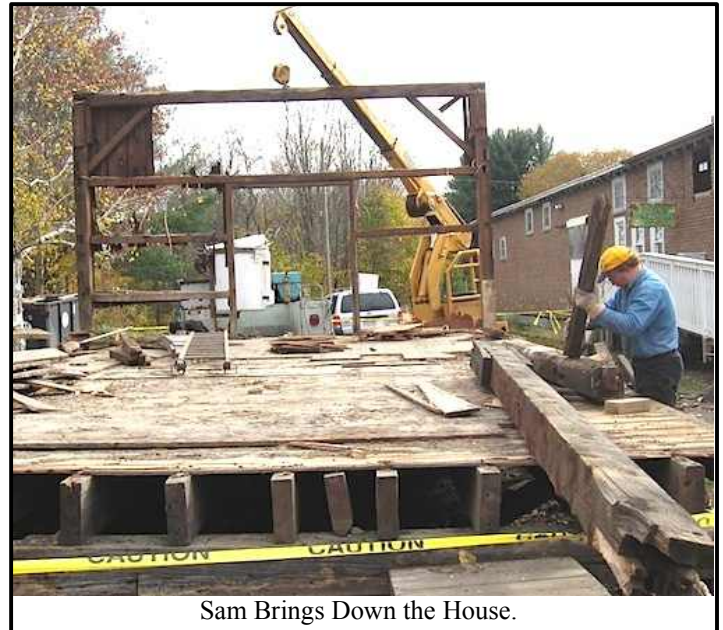
STOP BY AT THE SFTM TABLE!

LOCAL BUSINESS SPONSORS FOR 2013

Walter's Propane
West End Pub
McCuskers Market
Mo's Fudge Factor
Berkshire East
Zoar Outdoor
Christopher's
Coldwell – Banker Realty

Sign up for eTRANSFER.
Get it in COLOR!!
See Page 2 for Details.

Still looking for gifts for railfans young and old? Check out the new book about No. 10, *The Little Yellow Trolley Car*, a true story of the SF&C by trolley operator Marie Betts Bartlett. See sample pages and order online at www.thelittleyellowtrolley.com



Sam Brings Down the House.

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

413/625-9443 www.sftm.org/



Membership Renewal Time???!
Check the Date on the Mailing Label.
Expiration Date is 2013. What's Yours?

SHELBURNE FALLS TROLLEY MUSEUM - 2014 MEMBERSHIP RENEWAL

YOUR NAME(S) AND ADDRESS

(PLEASE PRINT)

Keep it simple - if your address is correct on this mailing, we only need your **name** filled in.

Check here for address change ____

MEMBERSHIP LEVEL - check one. (Remember - SFTM memberships and donations may be tax- deductible!!!)

___ Junior (under 18)	\$12	___ Patron	\$100
___ Individual	\$20	___ Bronze Patron	\$200
___ Family	\$32	___ Silver Patron	\$350
___ Friend	\$40	___ Gold Patron	\$500+
___ Contributing	\$60	___ Life Member	\$1000+

Additional Contibution - Carbarn Fund? \$ _____

- Other ? \$ _____

Send this form with check payable to: **Shelburne Falls Trolley Museum, Inc.**

Mail to: **D. C. Bartlett - SFTM**
44 Ashfield Rd.
Shelburne Falls MA 01370

The Shelburne Falls Trolley Museum, Inc. is an all-volunteer 501(c)(3) tax-exempt organization.
 Keep this in mind if your employer has a donation-matching program.

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BALLOT - SFTM 2014 Shelburne Falls Trolley Museum
Annual Meeting - Thursday February 14, 2014 - 6:30pm
Greenfield Cooperative Bank, - 33 Bridge St.
Shelburne Falls MA

Ballot for Elections Part 1 - Directors

Under the current By-Laws the Board has been divided into three classes, with only one class to be voted on each year. The term for incumbents is for three years. Candidates may be assigned to other classes.

The Nominating Committee has presented the following slate of candidates who are all willing to serve on the Board of Directors. You may vote for no more than 4. If you wish to vote for a writein candidate, write the name below and mark X in box.

- | | | | |
|--------------------------|--------------------------------------|-------------|--|
| | *Incumbent | **Candidate | |
| <input type="checkbox"/> | David Bartlett (Class1)* | | |
| <input type="checkbox"/> | Betsy Wholey Osell (Class 1)* | | |
| <input type="checkbox"/> | James Wholey (Class1)* | | |
| <input type="checkbox"/> | WRITEIN _____ | | |
| <input type="checkbox"/> | WRITEIN _____ | | |

(See reverse side for Officer ballot, and other information)

Ballot Information

The By-Laws of SFTM allow all memberships in good standing to vote on Directors and certain Officers at the Annual Meeting. Only one vote is allowed per membership. If you are not attending the Annual Meeting, and if you wish to cast your vote, please detach and mail the ballot below in time to reach Shelburne Falls by **February 08, 2014** to:

D. C. Bartlett - SFTM
44 Ashfield Road
Shelburne Falls MA 01370

Otherwise ensure that it is received by David Bartlett prior to the Annual Meeting on Tuesday, **February 13th, 2014**. If you wish your vote to be secret, write **SECRET** on the postal envelope and put your ballot inside another unmarked envelope inside the postal envelope. The postal envelope must have your name and return address to allow for proper counting of votes.

Only paid-up (and Life or Honorary Life) members are allowed to vote. One vote per family or other group membership. You must hold a 2014 or Life membership for your vote to count. Please check the expiration date on your mailing label. If it reads 2013, your membership will need to be renewed before or when you submit your ballot. Please renew at you earliest convenience. Your support is urgently needed. Thank you.

Notes on Directors' Terms:

- Class 1 - Up for reelection at Annual Meeting 2016, then every three years.
- Class 2 - Up for reelection at Annual Meeting 2014, then every three years.
- Class 3 - Up for reelection at Annual Meeting 2015, then every three years.

BALLOT - SFTM 2014

Shelburne Falls Trolley Museum

Annual Members Meeting Feb.13 2014 Ballot for Elections

Part 2 - Certain Officers

The Nominating Committee has presented the following candidate(s) who is(are) willing to serve as the **President** of the Shelburne Falls Trolley Museum. If you wish to vote for another candidate, you must obtain prior approval from your candidate. Then write his/her name below and mark **X** in box. Please vote for only one person below.

ROBERT G. "Sam" BARTLETT*

Write in _____

The Nominating Committee has presented the following candidate(s) who is(are) willing to serve as the **Vice-President** of the Shelburne Falls Trolley Museum. If you wish to vote for another candidate, you must obtain prior approval from your candidate. Then write his/her name below and mark **X** in box. Please vote for only one person below.

DAVID DYE*

Write in _____