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**VOL. 22 - NO. 1 SHELBURNE FALLS TROLLEY MUSEUM NEWSLETTER**

**SPRING 2013**

**DEDICATED TO PRESERVING THE HISTORY OF THE SHELBURNE FALLS & COLRAIN STREET RAILWAY**

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**PRESIDENT'S REPORT**

**GOINGS ON AT SFTM**

Workday Wednesdays have commenced. We will be meeting every Wednesday at 4pm (late arrivals welcome) to do trackwork, restoration, yard work or other needed projects around the museum. Please wear heavy boots, and bring gloves, safety glasses, etc. if you have them. So far we have changed two ties, installed a switch stand and done some work on the Visitors Center floor.

The required carpentry for the porch is completed, we still want to add some trim to the roof supports. The handrails are being made and we hope to have everything ready for Opening Day May 25.

The wiring and landscaping classes from the Franklin County Technical School have been on the grounds for a few weeks working on several projects. The landscapers were digging and backfilling trenches which the wiring students had put conduit into. At times we had three tractors in operation, digging and moving fill. The conduit is so that we can put our electric and telephone service wires underground, so that we can remove the telephone pole that is currently located where the new carbarn will go. The electrical students have added lights to the porch, some on a motion sensor so they light up when you approach in the dark, and some on a switch so we can light the ramp for Moonlight Magic, etc. They installed outlets on the porch so that we can power coffee pots, crock pots, etc. for our events. They installed a buried wire to the pole near caboose, the coach and the boxcar, so we will have power at those locations for restoration work. They added exterior outlets on the freight house, and security lights and outlets for security cameras as well. This work was all done as part of the student's training, we paid only for the supplies, a huge savings to us over hiring an electrician.

After all the trenching, there was a lot of regrading to be done, and some still remains. Aubuchon's donated a bag of grass seed for reseeded the area near the caboose that was torn up to bury that wire.

We sold the live steam locomotive that had been donated to us, raising \$900 that will be put toward general property improvements.

Thanks to W. R. Hillman for donating a load of screened gravel for trackwork and conduit backfilling.

**CARBARN HOPES AND DREAMS**

As mentioned above, we are working to get rid of the telephone pole that is in the way of the new carbarn. That project will probably not be completed until fall when the Tech School is back in session.

We also need to move or demolish the old coal shed that is there, we have some leads on folks who recycle old buildings, but we are open to other ideas.

We can do the trackwork for the carbarn lead which will be an extension of the House Track, where the pump car usually runs. We have the most important parts, the ties, spikes, rail, joint bars and switch parts. We have the machinery to move the materials around and do the grading. What we need are strong backs! One plan is to build the turnouts next to the House Track as panels, then slide them into place. This would lead to a minimum of disruption to the House Track, and allow pump car rides to continue there. The other option is to move the pump car rides back to the South Track, where they were last year for a while, and tear out the South Track and build the turnouts in place. We want to put in two turnouts, one for the two tracks for the carbarn, but also the one that would someday lead to the proposed loop around the Visitors Center. It makes sense to get this switch in at the same time, and the stub would be a good place to put the pump car shanty (aka "The Banana Box", it was once a fruit distributors truck) so it would be out of the way of carbarn construction.

(Cont'd on Page 4)

**PASSINGS**

**With deep sadness, we must note that the year 2013 has already brought the loss of three very special people.**

**STAN PERRY**

**FRANK JOHNSON**

**KINSLEY GOODRICH**

(Please see Page 3)

## DIRECTORS AND OFFICERS - 2013

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Vice President - David Dye  
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Treasurer - Betsy Wholey Osell  
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Vice Chair – Alden Dreyer  
Assistant Clerk – Betsy Wholey Osell  
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### Directors:

Gerald Besser  
David Goff  
Anthony Jewell  
William Kaiser  
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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)

## 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](mailto: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,GP,LM,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 **82** current active memberships.

## WELCOME NEW MEMBERS

Stefan Topolski – Shelburne MA

## THE CARBARN FUND

Donors since the previous report:

Anonymous, David Ashenden, Jonathan Meeks, Gerald Besser, Russell French, William and Grace Wood, Lad Nagurney, Paul Cook, John Cratsley, Cathy Buntin, Tom Watson, Don Campbell, Tom Engel, Richard Warner, Shirley Pelletier, David Goff, Harvey Allen, Bill St. George, David Dye, Anonymous.

## 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!!!

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**STANFORD “STAN” PERRY  
FEBRUARY 1927 – JANUARY 2013**



Jim Perry photo

Early in the New Year, as a result of an accident, SFTM lost one of the most special people ever to join our operating crew.

Stan never stopped learning all he could about a great many things. While not a railfan, his curiosity about machines and how they work led him to SFTM. In no time he was hooked. He dove into learning what he didn't know about electric machines and controls, learned the rulebook, and very soon was piloting SF&C No. 10 up and down the line like he'd been doing it all his life.

He quickly became a friend of everyone working at SFTM.

Stan was always ready to fill an empty slot in the daily crew roster. If SFTM needed that one more person to make sure that there would be an operating trolley car for potential passengers to ride, Stan was there. That call came to him very often. He was very seldom unable to make sure that the show would go on. Very few other operators worked more hours per season than Stan did. Early on in his tenure, he nailed the Volunteer of the Year award.

One morning, this writer glanced up the line and observed a person wearing a space-age helmet and riding a motorbike toward

the Museum between the rails on the main track. It turned out to be Stan, meticulously following a rule which requires the crew to inspect the track and overhead wires to make sure that there would be no obstructions, and that it would be safe to run the car. That was Stan. Safety first. And that was also Stan, still riding a motorbike in his late '80's!!

To outline Stan's amazing life would fill more pages than in just this issue of TRANSFER. It would fill a book!

The just don't make them like that any more. Stan will be sorely missed by his many friends at SFTM.

**FRANK HERBERT JOHNSON  
MAY 1933 – FEBRUARY 2013**

Frank H. Johnson, an SFTM Life Member, passed away in Tucson AZ in February 2013 at age 79. He was a West County native with a long career in the military.

Frank had a unique connection with SF&C No. 10. While at Arms Academy, he found a part-time job as a farmhand, working on a farm in East Charlemont owned by another, and unrelated, Frank Johnson. He and the owner's son, Marshall, toiled away for many long hot hours in and around the barn, nearby which was parked the carbody of SF&C No. 10.

Frank couldn't wait until he could finish school and join the navy. When that tour was up, he joined the Air Force. Retiring in 1973, he made his home in Tucson. Frank never forgot his roots though, and would always come back here in full uniform for the Memorial Day parades, and often at other times during the summers. He always checked in at SFTM to take a ride and make sure we were taking good care of No. 10.

Not to worry, Frank. We will.

**KINSLEY M. GOODRICH  
FEBRUARY 1925 – MARCH 2013**

For those of you who don't know, Kinsley Goodrich is the guy whom I should have considered suing for telling me that restoring SF&C No. 10 was going to be a piece of cake.

Well actually it wasn't quite that simple, but to begin with Kinsley was a good friend of another old comrade, Al Barten. Al got Kinsley to come over to Charlemont to tell us, (us being, Al Barten, Marshall Johnson, Dave Bartlett, and myself, would-be restoration dreamers) if it was a feasible dream or not. I'm not sure if Kinsley ever saw a car that couldn't be restored. In any case, from that time, roughly April 1991 through the official launch in October 1999, Kinsley was integrally involved in the planning and orchestrating of the elements that became the restored trolley that we run today.

(Cont'd on Page 4)

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**(PASSINGS – Cont'd from Page 3)**

Kinsley also owned a specialty wood working shop that manufactured wood pieces for wooden trolleys such as ours. Much of the interior wood and the windows for number 10 were all manufactured by Kinsley's company.

When it was time for the official debut, Kinsley donned his very best trolleyman uniform and with Winfield Peck ran the car that wonderful autumn day in 1999.

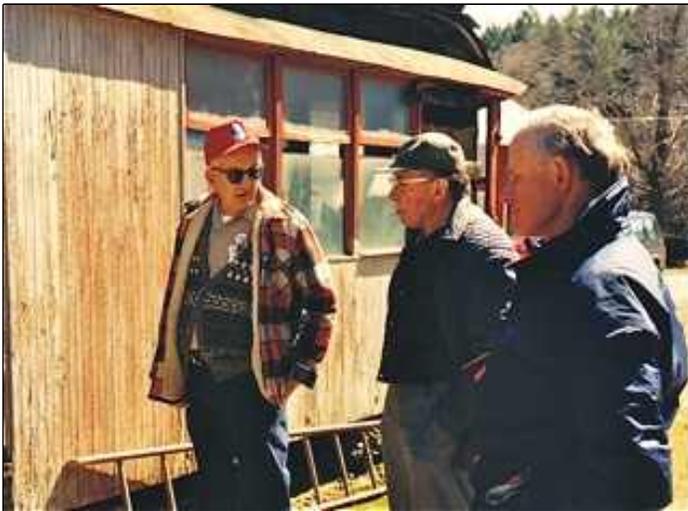
Over the past twelve years I stayed in loose touch with Kinsley, going to his shop and or watching him operate his fantastic model trolley layout.

There are buffs, and there are rail buffs, and steam buffs, and then there are trolley buffs. Kinsley was the real deal when it came to trolleys. Never saw a trolley he didn't love. He personally was involved in numerous restorations all over New England. He was a real exceptional trolley wood expert and knew them by heart.

Kinsley also was a significant historical buff with volumes of knowledge concerning the Berkshire Street Railway and the Huckleberry line amongst others. When folks needed trolley info, they didn't need to look too much further than K. M. Goodrich.

Needless to say he will be missed in the trolley world. In my book, Kinsley was "Mr. Trolley".

*Tony Jewell*



April 3, 1991. The day that shook the trolley world. Kinsley Goodrich (left) pronouncing No. 10 "restorable", thus launching SFTM. Looking on are Marshall Johnson and David Bartlett.

*Alfred Barten photo*

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**(PRESIDENT'S REPORT – Cont'd from Page 1)**

We are pleased about the grants we got this winter (see elsewhere), and our work with the Tech School will save us thousands of dollars, both now when we are burying the wires and later when we need to put in lights and outlets in the new car barn. Of course, we still need more money to buy the building and do the foundation work, so please give generously to the Car barn Fund.

**DEDICATED RESTRICTED FUNDS**

Speaking of giving generously, the board has implemented the

following restricted (i.e. donations to these funds can only be used for the stated purpose) funds, and would be glad to have you show your support for our projects by making contributions to all of them that appeal to you. Besides the Car barn Fund, we have:

**Caboose Fund:** CV 4015 is close to being finished, she needs work on the floors, more exterior scraping and painting, and some handrail and ladder work. Donations to this fund would be used for paint, lumber and other items needed to finish the car.

**Coach Fund:** The focus on the Bangor and Aroostook coach is to get the roof sealed. The riveted seams have been wire wheeled and primed, now the rest of the roof needs priming. The paint is very expensive but good paint is worth the money, even with 'free' volunteer Labor.

**Boxcar Fund:** A similar B&M boxcar in New Hampshire was professionally stripped and painted for about \$11,000. Anyone want to sponsor this project?

**General Improvements Fund:** This is money that makes all the visible (and some invisible) improvements, such as the new wheel chair accessible porch, the refinishing of the floor in the Visitors Center, replacement and painting of siding on the Freight House, etc. If you appreciate the changes we've made, show your support by making a donation to the General Improvements Fund.

**Track Fund:** This buys new bolts, tools and other items we need to keep the track in good repair. We have the ties and rail for time being, but we still need your support. What is a trolley museum without track?

*Sam*



Operators Stan Perry and Alden Dreyer taking a break from last Summer's heat.

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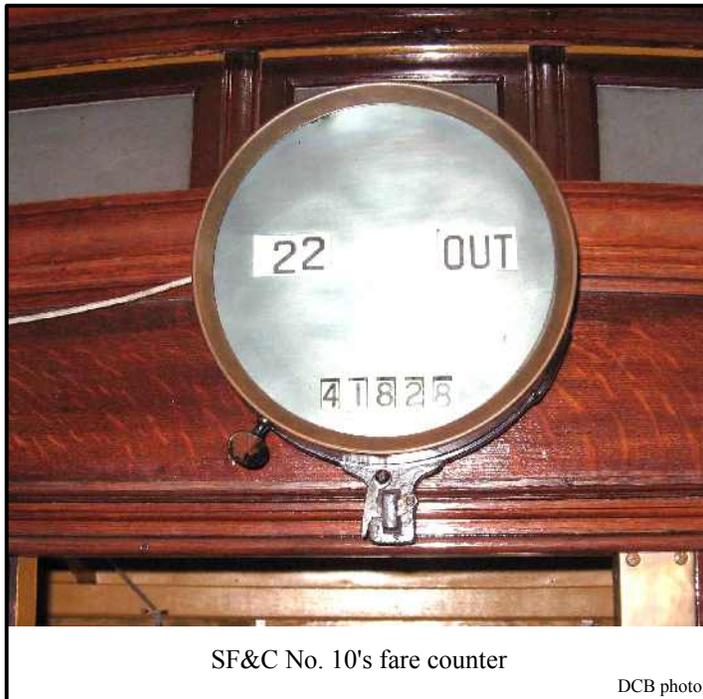
**GRANT NEWS**

SFTM has recently received a grant of \$3,000 for Amherst Railway Society, and another of \$2,500 from the Dailey Foundation. The latter was one of only five such grants awarded nationwide, and as such, drew press in the Rail Museum world.

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## COUNTING FARES

In October, 1891 the Pratt & Englund Company in Chicago began making fare counters for trolleys. In 1903 it bought the New Haven Car Register Co., and the company name was changed to the International Register Co. By 1904 International became the leading manufacturer of fare counters in the US. During WW-I company president Arthur Woodward invented a gun sight for machine guns firing through airplane propellers. He also invented a bomb sight for the Navy. In the early 20s the company diversified and began making the Cutawl cutting machine. The company moved into making coin collecting devices and various timers. Long after SF&C was gone International Register continued manufacturing a diverse line of products. During WW-II they made munitions and other war materials. In 1972 the company changed its name to Intermatic, and continues in operation today making a variety of energy control device, timers, lighting, and pool and spa controls.



SF&C No. 10's fare counter

DCB photo

The fare counter over the door between the passenger and motorman compartments of SF&C trolley car No.10 is by International Register. Given the formation year of the register company, if No. 10 did carry a fare counter, it would not have been original equipment since the company was formed 8 years after No. 10's build date.

The attached picture shows a fare counter similar to the one in No. 10. To the left is the number of fares counted. The IN, I surmise, is the direction the trolley was traveling: IN or OUT. At the bottom of the face is another counter that records the total number of fares the register has ever counted. Outside of the case on the lower left is the knob for resetting the counter. At the bottom of the case is the hook for attaching the counter to its bracket, and locking it there if desired. Coming out of the back

side of the counter is the actuating pin that works in a slot in the case. This pin is moved by a lever on the mounting bracket, which is moved when the rope is pulled.

The fare counter is by no means an example of fine watch making. It is, however, a fine example of industrial strength indestructible. The case is a heavy iron casting. Inside are thick, coarse pitched gears, ratchets, pawls, levers, pivots, and springs. Everything about it was built to last. The digits are printed on two disks for 1's and 10's count. There is a small sector with a 1 to the left of the 10s digit. The maximum count achievable is 199. After that it goes back to 100.

In pulling the rope to count a fare, the first thing to happen is a red flag drops down over the number displayed. That movement also locks the reset knob so that it cannot be moved. A pawl picks up a tooth on the 1's count ratchet and moves it 1/10th of a turn. If the count is 9, another pawl moves the 10 count 1/10th of a turn. While that is going on, another lever moves the total counter one digit.

Other parts wind up the bell ringer. The count actions are finished when the actuating pin reaches the end of its slot. The bell dings, the red flag pops up, the new count is revealed, and the reset knob is released. All of this happens in only a few seconds.

The counter is reset by pushing in the reset knob and turning two turns. The red flag drops down to cover the numbers and the gears turn the number disks to 0. If the third 1 digit is shown, that sector is lifted to show a blank. While the numbers are returning to zero, the IN/OUT indicator switches from one to the other. When all is finished, the knob pops out and the red flag pops up.

My guess about the use of the counter is that the conductor probably had a log book for recording fares. At the start of the day he would record the total count number from the counter at the bottom. Reset the counter for the start of an Inbound or an Outbound trip. Record fares as they were collected by pulling a lever or rope. At the end of the line record the number of fares counted in the log book, then reset the counter for the opposite direction. At the end of the day he would record the total count number, and add up all the fares collected in both directions. That number should match the difference in the total count from the start of the day to the end. Those numbers should match the amount of money the conductor collected.

Why the red flag pops down to cover the number display when numbers are moving is a mystery to me. Maybe the designer wanted the change to appear magical; this was an early digital display, after all. Maybe he thought seeing moving numbers would scare children and cause women to swoon. If anyone knows, or has ideas, I'd like to hear them.

The next time you ride, ask the conductor for a demonstration of the counter.

*Bill Kaiser*

## 2013 OPERATING SCHEDULE

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

HOURS OF SERVICE - 11 AM TO 5 PM.

ADDITIONAL SERVICE ON MONDAYS  
IN JULY AND AUGUST.  
HOURS: 1 PM TO 5 PM

## NOTICE

TROLLEYFEST 2013  
will be combined with Members' Day and Volunter  
Appreciation Day  
and  
has been scheduled for October 12.  
Details in Summer TRANSFER

## LOCAL BUSINESS SPONSORS FOR 2013

Walter's Propane  
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Zoar Outdoor  
Christopher's

Sign up for eTRANSFER.  
Get it in COLOR!!

See Page 2 for Details.



Vocational Technical School would-be electricians installing underground wiring as part of site preparation for the carbarn project.

Sam Bartlett photo

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413/625-9443 [www.sftm.org/](http://www.sftm.org/)



Membership Renewal Time?  
Check the Date on the Mailing Label.  
If the Date is 2012 or Earlier,  
Renewal is in Order.