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## VOL. 23 - NO. 3 SHELBURNE FALLS TROLLEY MUSEUM NEWSLETTER

FALL 2014

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

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### PRESIDENT'S REPORT

It occurred to me today that because people, the state of Massachusetts and foundations have donated hundreds of thousands of dollars, and our volunteers have donated years of time, someone who has never heard of us can come in, plunk down \$4 and get a ride back in time on one of the oldest trolley in the country. Looked at that way, you get a lot for your \$4 at our museum.

Here is what's been happening since the last Transfer. Of course the big news is the progress on the new Car Barn, as described elsewhere.

As part of the Car Barn project, we have been building two new #5 turnouts on the House Track. The first one will eventually be for the Loop Track; for now, it will have a short stub with the "pump car shanty" on it. The second turnout will allow access to the Car Barn tracks. Both turnouts are in place, the Car Barn turnout needs more leveling and tamping, but that work is most likely shut down until spring. Thanks to Dick Moore, Larry Krusz, Dave Goff, Jordan Helzer, Tom Eaton, Wyatt Fuller, Rowan Delabarre, David Bartlett, Tony Jewell, Joe Albano, Amber Davis, John Greene, Miles Warner, Jim Perry, and Mark Edry for help on the track work and the Car Barn. There is still plenty to do once spring returns, let me know if you want to help out.

At the end of our regular season, we carried 2451 paid riders, 776 non-revenue and 103 charter passengers. That's 9% better than last year, fifth best ridership year, record ticket revenue of \$8986.

Moonlight Magic required plowing the tracks and the yard. Two trees had to be removed from the overhead wire with the bucket truck, another was on the tracks but not the wire. We moved the platform up to Salmon Falls, and then back a few days later. The caboose was spotted at the Artisans Showroom, and has now been brought back. The caboose and trolley had their holiday lights on. Thanks to Dave B, Dave D, Lou, Marie, Polly, Dick, Larry, Nate, Bill, Alden, Rowan, Betsy, Richard and Martha for their help at Moonlight Magic.

Dave G and Sam used a 5TM trackmobile to move the boxcar

and flat car to the Middle Track, to clear up the House Track for eventual operation. The "pump car shanty" is empty and on the flat car for spring-time relocation to the new Loop Track stub. The pump car and speeder are in the car barn, making for a very full barn.

Dave D took over 3000 pounds of ferrous scrap to recycling, mostly recovered from the milkhouse demolition.

I have added new pages on the website devoted to the Freight House, Car Barn project, and the old shed.

Go to <http://www.sftm.org/buildings.shtml> to see what we've been up to.

*Sam*

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### It's True!!!



A rumor circulating throughout the railroad world to the effect that the SF&C St. Ry. was involved in handling intermodal traffic seems to be true. Shelburne Falls has been named the East Coast distribution point for containers full of bananas. Speculation is rampant about what might next be in store. Baloney is a possibility.

## DIRECTORS AND OFFICERS - 2014

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## CONTACT US

Shelburne Falls Trolley Museum  
PO Box 272  
Shelburne Falls MA 01370

Phone: 413-625-9443 Email: [trolley@sftm.org](mailto:trolley@sftm.org)

Web: [www.sftm.org](http://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](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!**

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*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 opportunities 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 112 current active memberships.

## WELCOME NEW MEMBERS

Peter Miller – Greenfield MA  
Rosalie Blum – Burlington MA  
Matthew Graham-Moga - Florence MA  
Ryan Strong – Delmar NY

## 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, grant writing, or what. We need you!!!

## TROLLEY TRIVIA

November 3, 1893:

The Liberty Bell, loaded on a flatcar and on its way home to Philadelphia from the Chicago Columbian exhibition, stalls on a steep grade on streetcar tracks in Philadelphia. Bystanders fill the two streetcars being used to push the flat and enough ballast is obtained for the cars to make the grade.



## SO – WHAT'S NEW.....?

Lots! Since the last issue of this publication, a record number of changes have been made to SFTM'S real estate. For starters, the milk house foundation has totally vanished, resulting in a substantial de-uglification of the property, and more and better parking for our visitors. Some of the debris from the milkhouse turned out to be ideally suitable for backfill for the carbarn foundation, thereby providing savings in time and in money.



The track department completed the second of the two new turnouts for the carbarn project.



RGB photo

The carbarn subfloor was levelled and compacted. Next, the track gang laid the two tracks for the barn as various electrical and drainage components were installed.



RGB Photo

The subfloor, ties, and rails are ready for a concrete floor to be poured, up to the tops of the rails. Concrete is ordered. Note – some leaves are still on the trees. Time for the concrete man.



RGB Photo

Here's a perspective with the barn rails in the background and the turnout rails up front. Note that the turnout isn't quite up to grade yet, nor does it line up with the rails on the barn floor. The latter problem was generated when an insurance person decided, after all the engineering layout was completed, that our building footprint had to be moved another four feet away from the building at right in order to keep the fire-code makers happy. So we have yet to put in some extra curvature so everything comes together.

Now none of this happens overnight. With a volunteer crew of very modest proportion, time was busily passing by. The weather was often misbehaving. SFTM was finally ready to have the floor poured, but the concrete man kept putting us off until it all the good weather was gone and it had become totally too cold to pour without a major heating process. Time for Plan B.

(Cont'd on Page 4)



(Cont'd from Page 3)

With snow beginning to enter the picture, it was determined to attempt construction of the barn steelwork without having the floor slab done. It was obvious that the barn wasn't going to be ready for No. 10 this winter, but we should try to make some progress anyway. It was either that or go skiing. In the first week of December the building vendor sent two people over to show us which piece went where, and how we should go about doing it all. The following pictures show what happened.



Here we see the first 16-ft cornerpost being hoisted by our own Drott crane.



The anchor bolts really do line up. Lucky so far. But just wait!!



All bolted in place, Sam gives it the once-over from the top. But at this point a grim reality set in: The 40-ft roof girders which would have to be set on the columns would peak out at a good many feet higher than our crane was able to lift!

The result was that that first column would have to come down unless a bigger crane could be found at once. Phone calls determined that no instant cranes were available except at great expense. So the column came down. The day was by no means wasted, since the factory people helped our crew start putting pieces of the building together on the ground.

Eventually a crane was found. Early the morning of December 12, the crane and an army of volunteers were in place at the site. By 10 am, when our staff photographer finally made his appearance several columns were already up.



(Cont'd on Page 5)

(Cont'd from Page 4)

Back on Page 4 there was reference to anchor bolts correctly lining up, and for that particular column, they did. But guess what! There were problems with other anchor bolt locations, which slowed the work down while workarounds were found. Eventually all the columns stood tall and true.

Then it was time for Mike Skalski and his big crane to start placing the v-shaped forty-foot rafters atop the columns. Members of the Flying Circus would get the holes on the column tops to line up with their about-to-be lifelong mates on the rafters. Then bolts would tie rafter and column together. Next the high-wire team was swung across to the column on the other end of the rafter to repeat the process.



New Curses Invented Here

After some hours of struggle and some major lifts by the crane, roof rafters had been plopped down on top of two columns. Two bays have yet to be built before the skeleton will be completed. Still, not too bad for a day's work! Since this first day with the big crane was a Friday, the next two day's work would be without any crane lifts.

Over the weekend a small band of volunteers continued to assemble and connect whatever components that could be installed without the crane. Purlins, rafters, girts, Anything that could be hoisted into place with the bucket truck. A warm spell took away most of the snow, thereby cutting down on slipping and sliding by the crew.

By Monday, December 15, the weather cleared nicely. With a crew of only three, by the end of the afternoon, all four bays were raftered and were rapidly being connected

to each other to provide structural integrity.



A High-wire Act.



December 15 - 2pm

As of this writing (December 17) the skeleton is essentially complete and some door and window frames and window frames are in place and waiting for the siding to go on.

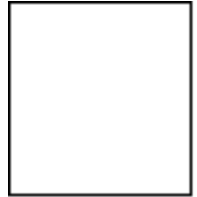
Ideally the roof panels should go on next, because one of these days it is bound to snow. It would be nice to have shelter from the storm while interior work goes on. But we have been advised that our putting them on is probably beyond our crew's skill set, and that to avoid spending the holidays in plaster casts, our crew should give way to a specialist in this type of work. So that's the plan at the moment. Wish us luck.





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

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



**MEMBERSHIP RENEWAL TIME**  
Check the Date on your Mailing Label.  
Expiration Date is 2014. What's Yours?

### 2015 OPERATING SCHEDULE

OPERATING EVERY SATURDAY, SUNDAY, AND  
HOLIDAY, FROM MEMORIAL DAY WEEKEND  
THROUGH THE THE LAST FULL WEEKEND IN  
OCTOBER.

HOURS OF SERVICE - 11 AM TIL 5 PM.

ALSO MONDAY SERVICE DURING  
JULY AND AUGUST - 1 PM TO 5 PM

### AMHERST RAILWAY SOCIETY'S GREAT TRAIN SHOW

SATURDAY AND SUNDAY

JANUARY 24 AND 25 2015

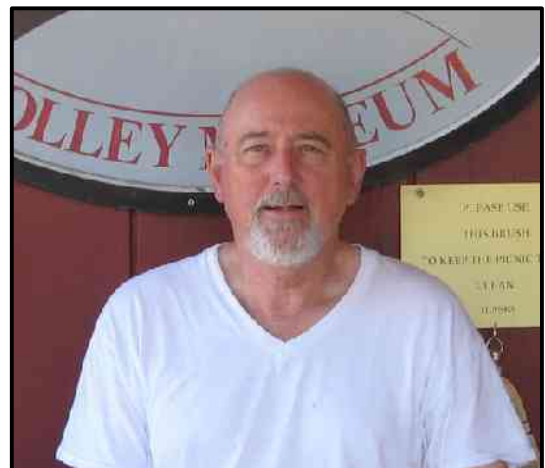
BIG E – WEST SPRINGFIELD MA.

STOP BY AT THE SFTM TABLE!

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**DICK MOORE**  
SFTM Volunteer of the Year 2014