



Vol. 24 - No. 1 SHELburne FALLS TROLLEY MUSEUM NEWSLETTER
SPRING 2015

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

President's Report

Winter is the slow time for SFTM, and this last cold and snowy winter we've just had was no exception. But a few things have happened, some good, some not, as outlined elsewhere. We had a good weekend in January at the Big Railroad Hobby Show which is put on by Amherst Railway Society (ARS) in Springfield. Although a snowstorm reduced Saturday's attendance, we met lots of new folks and visited with old friends and got the word out about SFTM. We also received the \$10,000 H. Albert Webb award, which will pay for work on the Freight House exterior. Each year the Mass Bay Railroad Enthusiasts helps Leigh Webb choose one railroad preservation project in New England to be honored with a grant in the name of Leigh's father. On Sunday we got a \$3000 grant from ARS for buying trolley wire for the new House Track overhead to serve the new Car Barn.

At the Annual Meeting in February, we reelected all incumbents to office: Sam Bartlett as President, Dave Dye as Vice President and Board Chair, Betsy Wholey Osell as Treasurer and Assistant Clerk, David Bartlett as Clerk and Assistant Treasurer and Sam, Dave Dye and Tony Jewell were reelected to the Board. Newcomer Lou Musante was elected to the board.

In March my Dad, David Bartlett, passed away, as covered elsewhere. Perhaps the silver lining is that Dad had covered many offices and duties for SFTM and now some new folks have

stepped up to add new energy and perspective to several positions. Lou Musante will be our Clerk, Polly Bartlett (elected by the Board as a new Board member at the April meeting) will be our Assistant Treasurer, Jordan Helzer will be our new Transfer Editor, Marie Bartlett will take on the Membership Clerk duties.

As the winter slowly left, work began again on the Car Barn, also covered elsewhere. Jerry Besser, Dave Goff, Dave Dye and others worked to create and install a new passenger end 'dasher' (the curved metal plate that is the 'nose' of the trolley) to replace the dented one that No. 10 has worn for a few years now.

I added a web page about the H.P. Hood Creamery, including pictures of the demolition. You can get to all of our building pages from <http://www.sftm.org/buildings.shtml>.

There is plenty of work to do on track, buildings, overhead wire, yard maintenance, car restoration, etc. Please contact me at sam@sftm.org or 413-624-0192 if you'd like to help.



Sam receives the H. Albert Webb Award on behalf of SFTM

Directors and Officers – 2015

Officers:

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

Directors:

David Goff
Gerald Besser
William Kaiser
James Wholey
Anthony Jewell

CONTACT US

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TRANSFER is a publication of the Shelburne Falls Trolley Museum In., 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.

Jordan Helzer – Editor
editor@sftm.org

eTransfer

Sign up for eTransfer – we save money on shipping and paper, and you get the Transfer in **Full Color**
To sign up:

Send an email to editor@sftm.org with “eTransfer” as the subject, and just write your name.

That’s it!

Guest Benefits for Members

Individual and Junior (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 the 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, GP, LM, HL) (\$100 +)
No set limit to the number of guests you may bring when you visit SFTM

How to Volunteer

Simply contact us using the information to the left. Whatever your skills are, we could use the help!

If you are interested in operating Number 10,

TRAINING DAY

is

MAY 17th

As of this writing, SFTM has 74 active memberships



In Memoriam of David C. Bartlett

The Shelburne Falls Trolley Museum lost its biggest fan when David C. Bartlett passed away quickly at home on Tuesday March 10, 2015. Many people knew him as the museum's ticket seller, always quick with a joke or tall tale. "Let me see if I can sober up the motorman and we'll get you a trolley ride." he would say to folks after they had bought their passes. But he was also our corporate Clerk, our General Passenger Agent, our Membership Clerk, our Transfer Editor and our Chief Engineer. And to some people, Dave was SFTM.

In 1991 Dave was invited by founder Tony Jewell to help found SFTM as an entity to perform the restoration of Trolley No. 10. Dave was on the board of directors, and very active in the day-to-day operations both behind the scenes and interacting with our guests, right

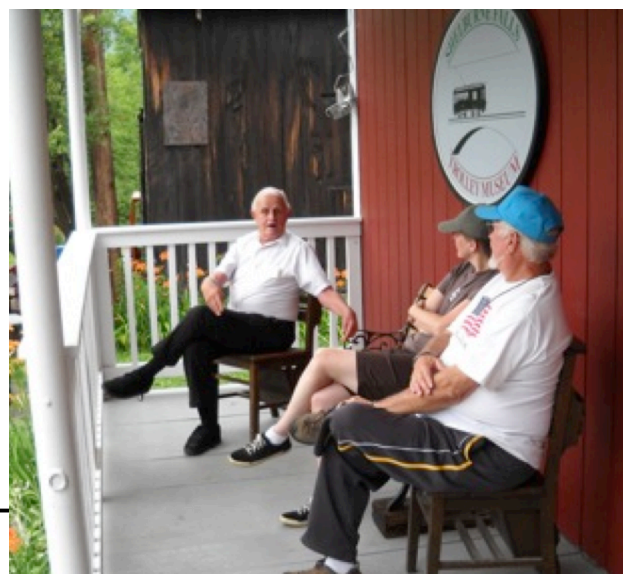
up until his last day. He brought a strong sense of fiscal responsibility to the board's deliberations, an attention to detail to his various clerk positions, and a sense of humor to the museum's newsletter, The Transfer, of which he was the editor.

His biggest effort in recent years was to get a new 'fire-proof' Car Barn built at SFTM. Dave worked on the concept, preliminary design and siting and site surveying. He was a major financial backer of the project, and provided technical and moral support to the volunteer crews as well.

Dave also wanted to see the outward appearance of the museum improved, and worked to find funding to have the old H.P. Hood Creamery foundation removed.

Dave was, of course, much more than a many-hatted museum volunteer. He was a husband, father, professor, gardener, engineer, rail photographer and was well known for his sense of humor. To read a tribute page to Dave, with some recollections and many pictures, go to <http://www.sftm.org/davidbartlett.shtml>.

Donations may be made to the Shelburne Falls Trolley Museum, PO Box 272, Shelburne Falls, MA 01370. A celebration of Dave's life will be held at the museum at 5pm on May 30, more details can be found at the link above.



In Memoriam of John Pickett

John Pickett, a familiar face to many of SFTM's crew, passed away in February. Here are two perspectives on John, the first is the obituary that ran in Trains Newswire among other places, the second was written by his long-time friend Dave Bartlett (See previous page – ed.).

Obituary: Railroad photographer John E. Pickett, 84, of Kinderhook has died after a short illness. Born Dec. 16, 1930, in Canajoharie, N.Y., he was a graduate of the University of Pennsylvania. Pickett was a U.S. Army veteran and worked for Trans World Airlines in New York City, including five years in Paris, for most of his working career. Pickett was a lifelong railroad enthusiast and an avid photographer, first collecting and swapping locomotive portraits with other collectors across the country and then photographing trains operating live in their working environment. His photography pursuits took him to Canada, Mexico, the West, and New England as diesel units replaced the steam locomotive. His photographic work has appeared in Trains Magazine, including a February 1965 piece on Great Northern electrics, and a number of books over the years, the latest being *The Twilight of Steam* by Brian Solomon. He was a member of the Rutland Railroad Historical Society, The Bridge Line Historical Society, and the Shelburne Falls (Mass.) Trolley Museum. He was also an accomplished model railroader with an extensive layout in his home.

In the words of Dave Bartlett: It was 1951. A cousin of mine was going to U Penn, and I was at UMass. He contacted me and said I had to come down to Philly to meet his roommate, who was a major train nut. So one Friday pm I drove to NoHo, bought ticket to Philly and was

met at 30th Street by my cousin and John Pickett. John and I hit it off right away. In those days there was a pulp Railroad Magazine, which had a section where railfans could swap negatives. John was a serious photographer, so he soon made a contact with one Ray Burhmaster, in Downers Grove IL, and had made a plan for driving out to Ray's in the summer of 1952, and from there taking a vast swing across the west chasing steam trains. John invited me to go along, and off we went. Ray knew where to look for our prey. We found everything from Big Boys to Heislars. The trip took about a month, and we all got some great shots along the way. In 1953, John and I graduated from our respective colleges and both were "invited" to work for the same employer - he as an ROTC lieutenant, and I as the bottom of the food chain. At one point our employer brought us to nearby locations in New Jersey, where we sometimes matched up for weekend train hunting. But eventually said employer sent us to very distant postings. By the spring of 1955, our employer decided we were getting too expensive, and on 9 June, deep in the heart of Kansas, I was given \$200 cash, a piece of paper that said I was no longer confined but they might invite me back at any time for the next 6 years. John too took a similar offer at about the same time, so we agreed to meet at Ray's and attack different parts of the west. Ray had real-world commitments, so he could only go with us for a week or so, at which point we put him on a train home. Long story short. Steam was much harder to find, but find it we did. And after a month we were back to Ray's. I opted to head home, but John and Ray did some midwest hunting after I left. Some time later, John started a family and career with TWA. I never forgave him for that. We'd keep in touch occasionally. In the intervening years, Polly and I met and married. We took a few train trips which took us through Chicago, and Ray would meet us while we waited for our connections. I digress. When John and family retired, they moved from metro NYC to Kinderhook NY. We visited back and forth with

them, and watched the progress as John converted a six-car garage that came with their house into an elaborate model railroad. It's there now. Its fate is still unlearned. Once SFTM got going, they came to SF frequently. And after his wife passed away, John became a very frequent visitor. Over the years he ran No. 10 far more than I ever did. He made friends with our staff. Made it a point to be here for the first trip of the season, Ditto the last, and more ditto Moonlight Magic. One thing he said a few times recently was that if he'd known Shelburne Falls then as he did now, he'd have come here to live instead of Kinderhook.

Carbarn Progress

Progress has been made!

The carbarn has been painted to match the freight house as close as possible.



View from Inside



Siding starts being put on



The siding and roof are completed



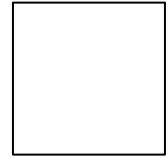
Insulation for the roof starts being put on



The floor – made of concrete.

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2015 OPERATING SCHEDULE

**EVERY SATURDAY, SUNDAY AND
HOLIDAYS FROM MEMORIAL DAY
WEEKEND THROUGH THE END OF
OCTOBER**

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ADDITIONAL SERVICE ON MONDAYS
JULY AND AUGUST**

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Helping them helps SFTM**

TROLLEYFEST

is

JULY 19th

CABOOSE RIDES AND MORE

www.sftm.org/trolleyfest.shtml

TRAINING DAY

is

MAY 17th

LEARN TO DRIVE NUMBER 10

<http://www.sftm.org/training.shtml>

OPENING DAY

is

MAY 23rd

FIRST DAY OF THE SEASON

Are you renewed?

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<http://www.sftm.org/join.shtml>

Or email

membership@sftm.org