



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

There are some big changes at SFTM this season. See the other articles for information on the two MBTA PCC trolley cars that we have added to our collection. Another change that grabs our visitors' attention is the refinished Visitors Center floor and new layout of Ticket Counter and displays. If you haven't visited us yet this season, you'll find some new displays and revamped displays, and I'm sure you'll find something on display that has been there all along that you had never noticed.

Dick has repainted the pump car, it should be ready for many more seasons of educational fun. Dave G, Jim and Shirley refinished the floor of No. 10 so it sparkles.

A more subtle change is that No. 10 has been turned around, and I don't mean just 'turning the car' by turning the trolley pole on the roof. When Silk Road Transport delivered the two PCC cars, we took the opportunity to load No. 10 onto one of the rail-equipped flatbed trucks, turn the truck around and unload No. 10 so she now faces the other way. The main advantage to this is that it allows us to turn the pole while parked at the porch ramp, which was previously impossible due to being halfway into the old Car Barn.

Speaking of Car Barns, work on the New Car Barn has resumed, after a pause to get ready for the opening of the 2015 season. Larry built up a masonry wall to temporarily fill in the

intentional gap we left for future expansion. Then Larry, Ryan, Dave G and Bill put up half of the east end wall and the final window. We have done most of the design work on the big carriage doors, which should allow us to make more visible progress shortly. Melanie has started painting the bracket arm pipes for the new overhead wire. Some work has been done on the approach tracks as well.

The Franklin County Tech School plumbing and wiring students came to work on a few projects. They removed all the old exterior wiring (replaced by underground service) on the Freight House so that we can proceed with the H. Albert Webb-funded exterior restoration.

Dave D. has added some handrails to our caboose, Central Vermont 4015.

We are having a very good operating season from a ridership and revenue perspective. You can help this trend by telling your friends about SFTM. You can also go to TripAdvisor and other places to write reviews about us. 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.

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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.

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CONTACT US

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SFTM Gets 2 MBTA PCCs

If you look at SFTM's new cars, you will see they look very different from the much older Number 10. They are of a type known as PCC streetcars, the most modern of the so-called "Classic" streetcars. This was a result of the President's Commerce Commission in the 1930s, which wished to create a modern streetcar. The cars were very advanced for the time, with modern noise-reduction, dynamic brakes (brakes that use electricity to decelerate) and other design features. The first PCCs entered service in 1936, and the design is still in use today, in Boston, on what is now the Ashmont-Mattapan line, with cars from the 1947 order in use.

The cars that are now in SFTM's collection are the very last of the PCCs built for Boston (Boston would later acquire older PCCs from Dallas), including the last of all, Number 3321. These cars were built by Pullman-Standard in Worcester, Mass, making 3321 the last trolley car built in Massachusetts. Number 3299, the other car in the collection, is part of the same order, both from 1951. Both are what are known as "Picture-Window" PCC streetcars, with large body windows twice the width of typical PCC windows, as well as smaller "standee windows" over the body windows.

Boston's PCCs were built in different series. The first was built in the 1930s, and was a loner on the lines until new cars were built in 1941, which became known as pre-war PCCs. They were followed by what became known as Post-war PCCs, which were built in two different groups – air-electric and all-electric, the designations being the different mechanisms used for each type of car. The all-electric cars could not work in trains with the air-electric cars. By the time 3321 and 3299 were built in 1951, Boston was ordering air-electric cars with the Picture Window body style from Pullman-Standard.



PCC Car 3321 in New York

3321 ran in Boston until the 1990s, when it was retired and bought by a streetcar project in Brooklyn, which never materialized. It then sat in Red Hook, New York for about a decade. The cars were flooded by Superstorm Sandy and then claimed as abandoned property by the property owner where they were stored. We were able to acquire the cars with the assistance of the Shore Line Trolley Museum.

SFTM plans to restore 3321 cosmetically with the hope of eventually making it operational, incorporating parts from 3299. Donations may be made to assist in the



The interior of 3299

restoration; Please specify "PCC Streetcars" in your donation if you want to donate to them.



3321 Arrives at the museum



3321 Being Pushed by the Trackmobile



3299 Begins Unloading



Number 10 is on the trailer for turning



Temporary rails are put in place for the unloading of 3299



Number 10 and 3321

Trolleyfest!



Conductor Jordan Helzer greets passengers while the caboose makes another run



There was a station for the cutting of bolts



Conductor Jim Wholey watches children milking the cow

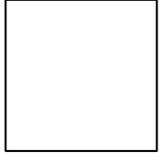


The Museum was festively decorated



John Boyd was doing his usual blacksmithing

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