



VOL. 29 - NO. 3 SHELBURNE FALLS TROLLEY MUSEUM NEWSLETTER
FALL 2020

DEDICATED TO PRESERVING THE HISTORY OF THE SHELBURNE FALLS AND COLRAIN STREET RAILWAY3

MISSION NOT-IMPOSSIBLE

This year has been a challenge for fulfilling the museum's mission. Our mission encompasses preserving, maintaining, and restoring local trolley and railroad history and artifacts, and educating the public about local railroad and trolley history.

The current closure of our buildings and operation makes the education portion a bit challenging. We have been able to make progress on the other fronts, but our normal channel for education is to have our Visitors Center open to the public, and to give rides on our historic railroad equipment so our visitors can experience first hand what railroading and trolley travel was like in the past century. Our webpage does have lots of history, and I'm sharing more in this issue of the Transfer, but we really miss the operating aspect of SFTM. We are in good shape financially and are gratified that many of our our members have renewed their memberships.

(The rest of this article is relevant information

from the last Transfer that I am repeating here.)

The Board of Directors is committed to making sure that our gem of a museum comes out the other side of this pandemic better than ever!

The bright side of being shutdown is that we have had time to work on projects like track work and restoration that would be hard to do while we are open for operations. So you can expect to see some changes when we do reopen.

We hope to reopen Memorial Day 2021, but the Boston Marathon for next April has already been cancelled, so, no promises. You can always check our status on our webpage at <https://www.sftm.org>.

We welcome contributions to our General Fund at <https://www.sftm.org/donations.shtml> or mail a check to SFTM PO Box 272 Shelburne Falls, MA 01370. You can renew at <https://www.sftm.org/join.shtml> or use the enclosed form if you are not already a 2020 member. (Cont. on Page 3)



Sam and Nash cut replacement rail to the desired length for the House Track upgrade project



Sam and Nash prepare the rail drill to make bolt holes for the new joints on the House Track. This machine takes longer to set up than it does to drill the hole.

Photos by Dave G

DIRECTORS AND OFFICERS - 2020

Sam Bartlett (President)
David Dye (Vice President, Chair of Board)
Betsy Wholey Osell (Treasurer, Asst Clerk)
Lou Musante (Clerk, Asst Treasurer)
Alden Dreyer (Vice Chair)
Nash Bly - Polly Bartlett - David Goff - Tony Jewell
Bill Kaiser - Joshua Redenz - Jim Wholey

CONTACT US

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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.

Sam Bartlett - Editor editor@sftm.org

SIGNING UP FOR E-TRANSFER

As a convenience to our members, and as an attempt to control costs, the TRANSFER is available online as a pdf file. This will give you the option of filing your copies of the TRANSFER on your computer, in case you want to refer back to them at some later time.

eTRANSFER comes out in full color!

If you are a current member and wish to receive your future TRANSFERS by email, here's how to do it:

Send an email to: membership@sftm.org

In the Subject line, please enter "eTransfer".

In the body of your message please enter just your name. Your address will be entered on our emailing list, and the future issues will come to you by internet instead of by USPS mail, thereby saving printing and mailing costs. Save a tree, too!!

Please note – if you are an eTRANSFER subscriber, and subsequently change your email address, please be sure that you let us know at membership@sftm.org.

VOLUNTEERING - HOW TO DO IT

Stop by, send an email to trolley@sftm.org or call Sam at 413-834-0274. Indicate what your interests are - operating, painting, building stuff, selling tickets and gifts, grant writing, or what. We need you!!!

NEW MEMBERS

Brian Fairley

Ken Lamoureux

OPERATING SCHEDULE

The museum is closed and will not be operating until the pandemic-related restrictions enable us to reopen. Please see Page 1 and watch www.sftm.org and Facebook for updates.

MEMBERSHIP REPORT

At this writing, SFTM has 101 current Memberships, including 12 Life Members, including 21 members who have already renewed for 2021. If your printed TRANSFER does not have 2021 on the address label, please renew your membership, see the Membership, Donation and Volunteer Form.

See the Form for more information on Member benefits and giving levels.

Or, renew online at <http://www.sftm.org/join.shtml>

If you get the eTransfer, please check the message in the email that was sent with this issue.

Your support is very important to us!

Please send status questions or changes of address for mail or email to membership@sftm.org

PLEASE PATRONIZE OUR CORPORATE SPONSORS!

West End Pub

Blackmer Insurance Agency

The Optician

Mirick Insurance Agency

Bakers Pharmacy

McCuskers Market

Keystone Market

Salmon Falls Gallery

Walter's Propane

Shelburne Falls Bowling Alley

Berkshire East

Mo's Fudge Factor

Coldwell Banker Upton Massamont REALTORS

The Blue Rock Restaurant & Bar



The view looking west from Turnout 3 with ties and rails removed and new sub-ballast in place

(President's Report - Cont. from page 1)

Regarding memberships, the board has decided to extend 2020 memberships to include the 2021 operating year. This is to recognize that members have been unable to take advantage of some of the normal member benefits. It is to also recognize your ongoing support of SFTM in these troubled times. So even if you don't renew for 2021, your membership will still be good until Dec 31, 2021. Of course we hope that everyone who can pay their dues for both years will do so, as we depend on membership contributions for our ongoing existence, even when not operating.

The Board of Directors and our friendly volunteers wish you health and peace in the coming New Year. We will see you when we can safely reopen.

Sam Bartlett - President- Editor

SPARE TRUCK PROGRESS

Cold weather makes metal-working in our unheated Car Barn a bit of a challenge, but Josh and Carsten have continued to produce pins for the trucks on No. 10 and for the spare truck's brake rigging.

CAR BARN EXTENSION PROGRESS

Martin, Nash and Sam finished up burying and insulating the water line to the Visitors Center. Thanks to the Mass Bay RRE and many individuals for their ongoing support of this project!



Nash removes bolts in preparation for rail and tie replacement on Turnout 3

CAR BARN FUNDRAISING PROGRESS

We had a setback in our fundraising efforts. You might remember that we had been promised a \$44,500 matching grant from a foundation a few years ago. We raised the match by using a state matching grant, but when we applied to have the first grant paid to us, we learned that the foundation had closed and the funds were no longer available. So now to access our \$50,000 Mass Cultural Facilities Fund matching grant we need to raise the missing \$44,500. We have raised over \$32,000, so we are well on our way to our match, which will free up \$100,000 for this project. We hope to start work on the Car Barn extension next spring. Can you help? Please send a check or see <https://www.sftm.org/grantmatch.shtml>.

TRACKWORK CONTINUES

It occurred to me that when I reference the various turnouts in regard to trackwork, you might not know what part of the yard tracks I'm referring to. Our trolley crew is expected to know which turnout is which, but it is not something we expect our members to memorize. The House Track goes to the Car Barn, where the trolley is stored when not operating. The Main Track goes to the loading platform on the Visitors Center porch. Turnout 2 is used to switch the trolley from the House Track to the Main Track at the start and end of each operating day.

We have finished our work on Turnout 2, which is where the trolley switches from the House Track to the Main Track. Recently we have been working on Turnout 3, which connects the North Track to the aforementioned House Track. The North Track is where the Bangor & Aroostock coach and PCC 3299 are stored. This switch almost never gets "thrown" but it is important to keep it a solid part of the House Track, since the trolley runs over it twice every operating day. Dave, Nash and Sam have removed the rotten ties and graded the roadbed under the points of Turnout 3 in preparation for replacement ties and rail. We have had to pause for the winter but expect to have this project finished before May.

CENTRAL VERMONT SPEEDER

Harvey, owner of our speeder (aka "motor car", "putt-putt") tells us that the CV purchased five Fairmont type F motor cars in November 1949. Ours is one of them. CV also bought a twelve-man type AF motor car in 1950.

1917 SHELburnE FALLS & COLRAIN STREET RAILWAY TIME TABLES

Carl B scanned for us the 1917 timetable cards shown here. On one side are weekday and Sunday timetables. On the reverse are an ad from Baker's Pharmacy (an SFTM sponsor!) for cameras, and an ad from Newell's hardware store, reprinted below.

From the timetables you can see how many trips per day were run (eleven Sundays, thirteen weekdays),

and how long a trip took (thirty to fifty minutes, depending on meets and whether it was hauling freight).

Remember this is in the midst of the Great War. The tone of the ad below is very upbeat, but realistic. I wonder if that mood persisted in the next few years as the "Spanish Flu" ravaged the country. Note that "car" here refers to trolley, not automobile.

Jan. 8, 1917

TIME TABLE

Subject to change without notice

Shelburne Falls and Colrain Street Railway Co.

FROM SHELburnE FALLS

WEEK DAYS

	\$ *		* \$ *		* \$ X		X \$ *		G				S	
	a m	a m	a m	a m	a m	p m	p m	p m	p m	p m	p m	p m	p m	
Union StationLv	6 32	7 10	8 39	9 38	11 17	12 40	1 23	2 42	3 30	4 37	5 45	7 40	8 54	10 29
Waiting Room, Water Street..	6 33	7 12	8 41	9 40	11 18	12 43	1 25	2 43	3 35	4 38	5 46	7 42	8 55	10 30
Shattuckville.....	6 45	7 27	8 55	9 56	11 32	12 58	1 38	2 56	3 50	4 50	5 58	7 55	9 07	10 42
Griswoldville.....	6 53	7 37	9 04	10 11	11 41	1 10	1 47	3 06	4 05	4 58	6 06	8 04	9 15	10 50
Lyonsville.....	6 58	7 42	9 09	10 20	11 45	1 17	1 53	3 11	4 16	5 03	6 11	8 10	9 20	10 55
Colrain CityAr	7 03	7 50	9 16	10 30	11 52	1 30	1 59	3 18	4 26	5 08	6 17	8 16	9 27	11 00

TO SHELburnE FALLS

WEEK DAYS

	* \$ *		* \$ *		* \$ X		X \$ *		* \$ G				S	
	a m	a m	a m	a m	a m	p m	p m	p m	p m	p m	p m	p m	p m	
Colrain CityLv	6 00	7 06	8 10	9 25	10 55	12 25	2 04	2 18	3 22	4 40	5 10	7 00	8 18	9 50
Lyonsville.....	6 05	7 11	8 16	9 30	11 00	12 30	2 10	2 24	3 28	4 49	5 15	7 05	8 24	9 55
Griswoldville.....	6 10	7 16	8 30	9 38	11 13	12 34	2 16	2 33	3 34	4 58	5 20	7 12	8 30	10 00
Shattuckville.....	6 17	7 23	8 45	9 47	11 22	12 42	2 25	2 43	3 43	5 10	5 29	7 22	8 39	10 08
Waiting Room, Water Street..	6 28	7 35	9 00	10 00	11 36	12 55	2 38	2 58	3 57	5 25	5 42	7 35	8 52	10 20
Union StationAr	6 30	7 37	9 05	10 05	11 40	12 57	2 40	3 03	4 00	5 30	5 44	7 37	8 53	10 22

SUNDAY TIME TABLE

FROM SHELburnE FALLS

	G		G		G		G							
	a m	a m	a m	a m	p m	p m	p m	p m	p m	p m	p m	p m	p m	p m
Union StationLv	8 05	9 06	10 03	11 12	12 04	1 48	3 12	4 37	5 45	7 40	8 54			
Waiting Room, Water Street..	8 05	9 06	10 03	11 12	12 04	1 48	3 12	4 37	5 45	7 40	8 54			
Shattuckville.....	8 19	9 23	10 20	11 30	12 18	2 03	3 13	4 38	5 46	7 42	8 55			
Griswoldville.....	8 30	9 33	10 30	11 40	12 26	2 12	3 33	4 58	6 06	8 04	9 15			
Lyonsville.....	8 35	9 38	10 36	11 46	12 31	2 18	3 38	5 03	6 11	8 10	9 20			
Colrain CityAr	8 43	9 45	10 43	11 52	12 37	2 25	3 45	5 08	6 17	8 16	9 27			

TO SHELburnE FALLS

	G		G		G		G							
	a m	a m	a m	a m	p m	p m	p m	p m	p m	p m	p m	p m	p m	p m
Colrain CityLv	8 17	9 20	10 17	11 28	12 38	1 10	2 27	3 47	5 10	7 00	8 18			
Lyonsville.....	8 23	9 26	10 23	11 34	12 44	1 15	2 34	3 52	5 15	7 06	8 24			
Griswoldville.....	8 30	9 33	10 30	11 40	12 50	1 22	2 39	3 59	5 20	7 13	8 30			
Shattuckville.....	8 39	9 42	10 40	11 48	12 59	1 31	2 48	4 09	5 29	7 22	8 39			
Waiting Room, Water Street..	8 53	9 56	10 54	12 06	1 13	1 44	3 01	4 23	5 42	7 35	8 52			
Union StationAr	8 55	9 59	10 56	12 02	1 15	1 46	3 02	4 24	5 44	7 37	8 53			

§ Mixed train * Meet at Power House X Meet at Parrington Siding G Meet at Griswoldville S Saturday only
 This time table shows the time at which cars may be expected to arrive and depart from the several points but the arrival and departure is not guaranteed, nor does the Company hold itself responsible for any delay.
 It is the aim of the Company to give its patrons satisfactory service, and passengers are requested to report any instance of incivility on the part of employees.

Extra and special cars furnished at reasonable notice. RALPH W. PURRINGTON, Superintendent.

This ad was printed on the back of one of the cards



**AnSCO
CAMERAS**

The superb AnSCO—best for all scenes, at all times, in all weathers. The amateur camera of professional quality. Priced from \$2.00 up. See the various models here. We also have AnSCO Film and Cyko Paper.

Baker's Pharmacy
 The *Jexall* Store
 Shelburne Falls Mass.

LIFE

-is very similar to the road bed of the Shelburne Falls and Colrain Street Railway Company.
The path of Life is not straight, neither is this. Life is filled with sharp corners, hold on to your seat. Most lives are laid on a firm foundation, so is this. Your Life is filled with pleasant places and beautiful things, this road reveals to you nature, satisfying to the senses.
Life should be broad guaged [sic], as is this road bed, as we intend our business to be. We have developed it for your benefit to help you make your life easier.
Wonderful labor-saving devices for the housewife, tools of quality for the head of the home; implements especially suited for the soil you are tilling.
We mean to make our store a place you will want to visit. Test our hospitality while waiting for your car by occupying one of our easy chairs, which have been placed by us, for you, at the front of our store.
The view from our windows is fine, like our service, and our goods; use them, use us, for your advantage.
 NEWELL The Hardware Man Telephone 33-12 Right on the Car Line

HOW DOES A TRUCK FACTORY RELATE TO THE TRUCKS UNDER NO. 10?

A careful observer will notice that when No. 10 was on the Johnson farm, she did not have any trucks (railroad term for the wheel sets of railroad equipment) under her. One of the stumbling blocks of the No. 10 restoration was finding suitable trucks with electric motors. After a few dead ends, Tony found a set of trucks for sale. For thousands of dollars and a set of unpowered trucks from an Amtrak boxcar, SFTM was able to obtain these trucks and have them overhauled for our use. Here is the story of the locomotive that was the "organ donor" for No. 10, edited from Jeffrey Zweizig's article at <https://www.jeff-z.com/wks/locoroster/35/35.html>

WK&S No. 35 was one of two experimental gas-electric boxcab locomotives built by the Mack Truck Company.

The two locomotives started out as electric freight motors [*in this case "motor" is another term for "locomotive", Ed*] for the Southwest Missouri Railway of Joplin, Missouri. Built in the 1920s, the freight motors included trolley poles and secondhand trucks with electric traction motors [*in this case, "traction-motor" means the electric motor under the floor that drives the wheels, Ed*] from discarded interurban trolley cars. One may have been built by General Electric and the other may have been built in-house. In any event, they were both more or less identical. The freight motors were used to haul ore between lead mines and the processing plant.

The Mack Truck Company had been involved in manufacturing the self-propelled passenger cars. Then they decided to try their hand at industrial locomotives. Around 1939 both freight motors were acquired from the Southwest Missouri Railway by Mack and shipped to Allentown, PA. Mack experimentally converted the freight motors to gas-electric power with a pair of six cylinder 150 hp Mack EP gasoline engines driving GE GT-1503 300 volt generators. The gas engine-driven generators took the place of overhead wire and trolley poles, generating electricity on-board. The generators were experimentally wired in series for a theoretical output of 600 volts, but they didn't load evenly and it never really worked. Eventually Mack left the locomotive manufacturing business. Nevertheless, both gas-electric locomotives were retained as in-plant switchers at the Mack plant in Allentown. Both

locomotives remained in service at least into the 1950s before being retired.

In 1978 the remaining locomotive was donated to the Wannamaker, Kempton and Southern. After arriving at Kempton, it received traction-motor repairs, an overhaul to one of its two gas engines, a new cable control system, and a modern 26L automatic airbrake system. The locomotive weighed about 35 tons so it was given the number 35. Restoration was complete by 1982, but the locomotive suffered from the same uneven loading problems and was difficult to synchronize. It worked okay for switching but tended to overheat on longer runs. Then in 1986 one of the gas engines failed from a loss of oil pressure. Despite the loss of an engine, No. 35 was still used occasionally for switching.

Newer locomotives were acquired and No. 35 was stripped and its valuable trolley trucks were sold off to the Shelburne Falls Trolley Museum.

More information and pictures can be found at <http://sbiii.com/boxmack4.html>.



WK&S No. 35, photo by John Hartman



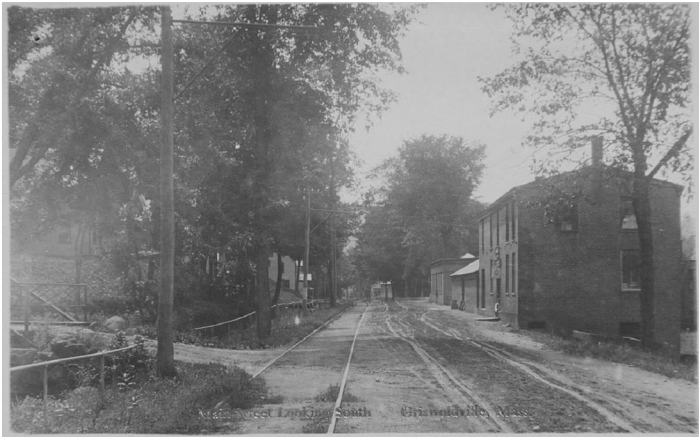
Craning No. 35 from powered trucks to un-powered trucks, so the powered trucks can go to SFTM

PICTURES FROM THE PAST

Tony J found this picture of the Ashfield Street Crossing shanty. A crossing guard, sometimes someone injured on the job who couldn't work on trains, would walk out with the STOP sign to control traffic when a train whistled for the crossing. It looks like it hadn't been used in a while. We have a STOP sign like this one in our collection.

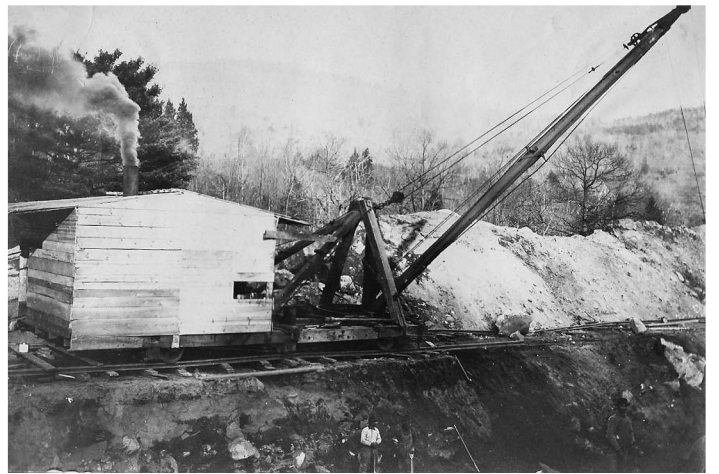


The next picture comes from a postcard from Brian G's collection. The caption says "Main Street Looking South Griswoldville, Mass.". The trolley tracks on the left look rather weedy and unused. The ruts in the road look more like wagon than automobile wheels. The Griswold Manufacturing offices are on the right.



The next two images are from Dick L, whose grandfather owned the construction company that built the Gardner's Falls dam in 1904, just downstream from Shelburne Falls. Although not technically rail-road-related, the company used rail-mounted equipment to build the dam and canal to the power house. I like the roughboard siding on the machine in the sec-

ond picture. I think it the same machine in both pictures, with a cab added over the boiler.



The next picture is a bit more recent. In October 1985 a Canadian National 4-6-0 Ten wheeler steam locomotive spent some time in the Shelburne Falls yard. It had apparently developed some bearing trouble while being shipped from the old Steamtown location in Bellows Falls, VT to the new location in Scranton, PA. Dave Bartlett was able to capture a picture of it. Do you recognize the building in the background?



BOARD COMINGS AND GOINGS

This year we anticipate that our Annual Meeting will have to be virtual. We've been using a conference call since not all of our board members have broadband access. The meeting call will be February 9 at 6:30pm. Please email me at sam@sftm.org or call 413-834-0274 to get the contact information if you wish to "attend" the short Annual Meeting. We will elect new and incumbent board members and officers, and then adjourn for our regular business meeting.

There are some changes on our Board of Directors, effective on the Annual Meeting.

Tony Jewell, founder of SFTM and a board member for many years, will step down. We thank Tony for his vision and direction and experience, and hope he will be able to keep helping us as needed.

Dave Goff is stepping down after nearly two decades on the board. His public relations skills have been very useful to us. Dave developed the TV ad that we run when we are open, and has shared his many trackmobiles with us. Dave will continue to help with trolley operations and trackwork as his time permits.

Shirley Pelletier has agreed to rejoin the board after a few years hiatus. Shirley brings a deep knowledge of railroad history and decades of experience as a teacher. Anyone who has listened to one of Shirley's conductor talks will come away with a renewed appreciation of the importance of trolleys in the valley.

Dominic Vellucci has agreed to join the board. He says *"My family moved to Shelburne Falls in 2015. I did not know about the trolley museum at that time, but we live on Franklin Street and will never forget the first night when we heard the freight train go by! It did not seem to bother our 1-year-old and in fact I think it helped us all sleep better. Later on, he would run to the window every time to watch it go by. We have been trolley museum members every year since then, taking our two kids, now 4 and 6, as often as we can. Other than being a really fun, accessible form of entertainment for our family, it feeds my passion for local history. I listen to the story on the ride every time because I always hear at least one new detail. I also love volunteering, and I have worked for several non-profits over the years, so I have been hoping to get more involved. I grew up in Dutchess County NY, where one of my favorite things to do was to ride the Metro North train down to NYC, watching the Hudson River out the window. Currently I work full time as a*

nurse at Cooley Dickinson, and before entering healthcare I worked in human services, outdoor education and agriculture.

The Nominating Committee recommends both Dominic and Shirley, as well as the re-election of Sam Bartlett, Dave Dye and Lou Musante. Please see the included Ballot for voting information. Mail-in voting is encouraged!

As a side note, the board has had to hold its meeting via teleconference. The current bylaws did not foresee this needing to happen, and we hope to update them to allow such meetings once we can meet in person to comply with the bylaw requirements to change the bylaws. We hope you will trust us to have the best interests of the museum at heart as we navigate this tricky stretch of track.

DID YOU KNOW?

Steven Gardner, soon-to-be president of Amtrak, was an intern at SFTM in the early days? From Tony J's December 1997 newsletter

(<https://www.sftm.org/news/NEWS9712.shtml>):

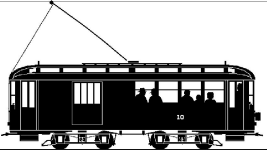
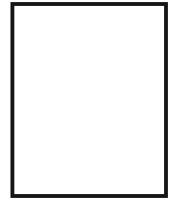
We are in the midst of having an intern come on board. Steve Gardner is a Hampshire College man with a serious rail affection affliction and a major in the Acoustics of Music. Steve's work for us is going to center around improving the museum administration, providing linkage with local youth, and studying the dynamics of integrating a trolley museum into a vintage late 19th century village in the late twentieth century. Needless to say we, I especially, await Steve's arrival with palms and kudos.

ONE MORE HISTORICAL PICTURE



SF&C No.25 poses with her crew, including Carl B's grandfather Roscoe Temple, middle.

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



413/625-9443 www.sftm.org



If your address label does not say '2021 or '2100' please renew your Membership today.

See the included Membership Form, or renew online at

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

Please consider getting your Transfer online, see Page 2 for eTRANSFER details.

You can visit our FaceBook page at

<https://www.facebook.com/ShelburneFallsTrolleyMuseum/>

CABOOSE STOVE

A stove from a Central Vermont caboose has been donated to us to use in our CV caboose. The stove was donated in loving memory by the family of James E. Beagle.

Jim served as Train Master for the Central Vermont Railway at the Palmer, MA office. Altogether, he worked for more than 40 years on various railroads, including the New York Central Railroad, Central Vermont Railway, and New England Central Railroad. Jim worked in numerous positions, including agent and dispatcher, in every station on the Central Vermont's 375 mile system from the Canadian border to New London, CT. In the 1960's, Jim lived in a caboose at the CV's New London rail yard, using a stove like the donated one.

YOUTUBE CHANNEL

We have some videos on our YouTube channel, thanks to the efforts of Catherine Stryker. You can take a virtual ride on the trolley or the pumpcar. We also have movies from the early days of SFTM, when No. 10 was in a parade on Main Street, and an interview with Marshal Johnson, who donated No. 10 to us. A link to our YouTube channel is on our homepage.

GIFT MEMBERSHIPS!

Did you know you can give an SFTM Membership as a gift? Just write the lucky person's name and address on the membership form, check the Gift box and include your check.

Thank you to Dave, Carl, Jeff, Alden, Marie, Polly and Tony for contributing to this issue.

To submit an article, picture or idea for the Transfer, please email editor@sftm.org.

BIG RAILROAD HOBBY SHOW

The Big Railroad Hobby Show 2021 has been cancelled. Instead, a Virtual Big Railroad Hobby Show will be Jan 30&31 at <http://www.railroadhobbyshow.com/>

EDITOR'S NOTES

Due to the pandemic not much has been happening at SFTM since the last Transfer, so I've used this opportunity to publish some historical information, for your reading pleasure and to further our educational mission.

Feedback is always welcome.

Sam Bartlett- editor