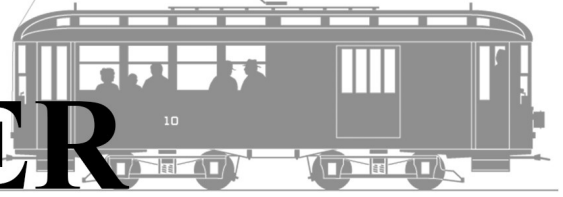


Shall we ride No.10 again next week?

Yes! It sure beats riding in our buggy!



# TRANSFER



**VOL. 32- NO. 3 SHELburne FALLS TROLLEY MUSEUM NEWSLETTER  
FALL 2023**

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

## **PRESIDENT'S REPORT**

The Car Barn extension project has finally broken ground! The foundation is all poured and back-filled. We expect to have a contractor install the building frame and roof shortly. The existing "new" Car Barn is already feeling cramped with the Line Car project, so this extra space will be greatly appreciated by the Restoration Crew.

We received a \$2000 grant from Amherst Railway Society for our Line Car project!

Ridership for 2023 has rebounded nicely from the pandemic. We carried 2184 paying adults, 371 6-to-17 year-olds, 391 under-6-year-olds. They were joined by 224 members who took free rides and some charter and promotional riders, for a total of 3326 riders. We were just above 2022's ridership, and 12% down from our record ridership in 2017. This despite being closed Mondays. Due to our increased fares we had a record \$10,162 in ticket revenue. This is about one-third of our operating costs. The rest is covered by your mem-

bership dues, your donations, and revenue from renting out our surplus building space.

The next-door railroad that was owned by Pan Am Southern is now the property of CSX. In the process of cleaning up their new acquisition CSX has declared some equipment as surplus. They have donated a drill press, band saw, rail saw and some sheet metal forming and cutting machines. Most significantly, they have donated a tamper and a ballast regulator.

A tamper is a piece of on-track equipment that is used to lift and align the railroad tracks. A ballast regulator can plow ballast and sweep the tracks to smooth out the right-of-way after tamping or other track-work. Both of these diesel-powered hydraulic machines need some work before they can be useful to us.

Please remember to renew your Membership!

See you soon,

**SAM BARTLETT - PRESIDENT/EDITOR**

*continued on page 3*



*Line Car 3283 awaits disassembly*



*The foundation is poured for the Car Barn Extension*

## DIRECTORS AND OFFICERS - 2023

Sam Bartlett (President)  
Nash Bly (Vice President, Vice Chair)  
Betsy Wholey Osell (Treasurer, Asst Clerk)  
Lou Musante (Clerk, Asst Treasurer)  
Alden Dreyer (Chair of Board)  
Jim Kessler - Bill Kaiser - Jordan Helzer  
Joshua Redenz - Dominic Vellucci - Jim Wholey

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## CONTACT US

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**14 Depot St.**  
**Shelburne Falls MA 01370**  
**Phone: 413-625-9443**  
**Email: [trolley@sftm.org](mailto:trolley@sftm.org)**  
**Web: [www.sftm.org](http://www.sftm.org)**

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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. Three issues are planned for each year. Comments, contributions, and letters to the editor are welcomed. Sam Bartlett - Editor [editor@sftm.org](mailto:editor@sftm.org)

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## PLEASE SIGN UP FOR E-TRANSFER

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.

The e-TRANSFER 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: [membership@sftm.org](mailto:membership@sftm.org)

In the Subject line, please enter "SFTM eTransfer".

In the body of your message please enter just your name. Future issues will come to you by email.

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](mailto:membership@sftm.org).

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## VOLUNTEERING - HOW TO DO IT

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

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## OPERATING SCHEDULE

We are CLOSED until May 25, 2024. We will be open weekends and Holidays from then until the end of October.

Watch [www.sftm.org](http://www.sftm.org) and Facebook for updates.

## MEMBERSHIP REPORT

At this writing, SFTM has 135 current Memberships, including 15 Life Members. If your printed TRANSFER does not have '2024' or '2100' on the address label, we hope you will renew your membership. See the Membership 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 email that was sent with this issue to see your status.

Your support is very important to us!

Please send status questions or changes of address for mail or email to [membership@sftm.org](mailto:membership@sftm.org)

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## PLEASE PATRONIZE OUR CORPORATE SPONSORS!

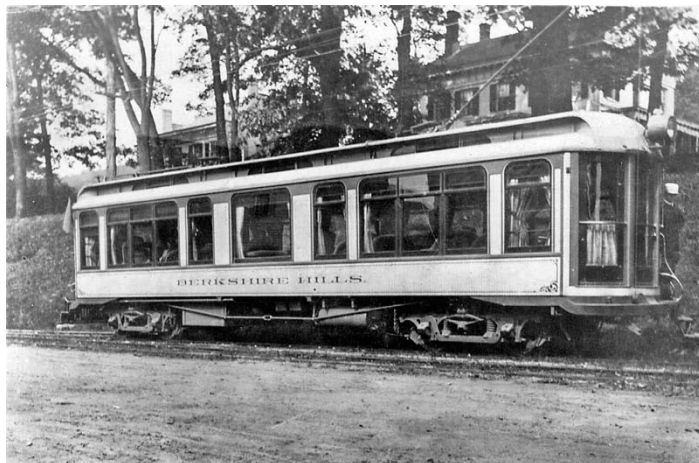
Mirick Insurance Agency	Floodwater Brewing
Salmon Falls Gallery	Walter's Propane
Mo's Fudge Factor	
Buckland Pizza House	Bakers Pharmacy
Coldwell Banker Upton Massamont REALTORS	
Ann Brauer Quilts	Blooming Inn

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## NEW MEMBERS

Ann Stephany	Carol Young
Jennifer West	Meriem Pages
Marissa and Adam Lehmacher	

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*The "Berkshire Hills" in its glory days on the Berkshire Street Railway*



*Berkshire Street Railway parlor car Berkshire Hills O-scale Model by Kinsley Goodrich*

## FROM THE RESTORATION DEPARTMENT

Since the last issue of the Transfer, we have done a lot of work in the Car Barn on the various restoration projects.

### MBTA 3283 - THE LINE CAR

Nash, Ellie, Sarah, Dick, John, Sam, Martin, and Josh have continued the dis-assembly and cataloging of ex-MBTA Line Car No. 3283. This has involved removing two thirds of the wooden car structure, revealing that some of the wooden beams had rotted on the insides where they mated with the interior walls. This damage will be remedied by splicing in new pieces of lumber to replace the rotten sections. Now that the car has been disassembled down to the deck, we have started to remove the old decking boards with the intention of reusing as much of the sound wood as possible. This work has proved somewhat difficult, as the cable harnesses for the traction motors are individually clamped to the undersides of the deck boards and their fasteners have long since heavily corroded into the planks. We have also removed many of the air brake controls from both ends of the car.

In the pictures you can see the Line Car when we started work at the end of May 2023 (left) and how far we have disassembled it to date (right).

If you would like to contribute to the restoration of this unique piece of Boston transit history, we encourage you to make a donation to the Line Car Fund. See <https://www.sftm.org/donations.shtml> for donation details, or read about our Line Car at <https://www.sftm.org/linecar.shtml>.

### THE "BERKSHIRE HILLS"



*Josh, Martin, Nash and John work on the trucks for the Berkshire Hills*

In addition to the ongoing work on the Line Car, we have also started the process of restoring the trucks (wheel assemblies) for the "Berkshire Hills" Parlor Trolley. These trucks are also a donation from

Seashore Trolley Museum. They do not have motors and are not the originals but they are the same model.

Since their arrival in Shelburne Falls, the trucks have been inspected and a work plan has been formulated. Nash, Martin, John, and Josh have removed all of the brake rigging from both trucks and are currently working on disassembling the trucks themselves as far as they will go. Following that, we will have all components except for the wheel sets media blasted and will then start the process of repairing and reassembling. Once restored, these trucks will be sent back to Maine to be placed under the "Berkshire Hills" car body so we can roll it onto a trailer to bring it back to SFTM for restoration.

We have already received a \$10,000 donation for the costs of moving the "Berkshire Hills". We will continue to have expenses with this project. Our restoration progress will be largely dependent on the donations we receive for the "Berkshire Hills" Fund. If you would like to contribute to the restoration of this unique piece of Berkshire Street Railway history, we encourage you to make a donation to the "Berkshire Hills" Fund. See <https://www.sftm.org/donations.shtml> for donation details, and read about the Berkshire Hills at <https://www.sftm.org/berkshirehills.shtml>.

### HT&W FLAT CAR

Sarah has continued doggedly removing rust from the Hoosac Tunnel and Wilmington flat car and priming and painting as she goes.

### RESTORATION VOLUNTEERS NEEDED!

If you would like to support our restoration efforts by volunteering, please email Josh at [josh@sftm.org](mailto:josh@sftm.org) or call (413) 682 4591.

*by Josh Redenz*

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### TRACKWORK

Nash and Sam laid a temporary extension to the Loop Track (near the Car Barn). This will allow for the Flat Car to be stored there during the off-season, and the Caboose when we are open, allowing better track access to the Car Barn.

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### VOLUNTEER APPRECIATION

The new SFTM-branded apparel has been enthusiastically received by our volunteers. Look for it next season.

We have started a Volunteer Appreciation Fund which we use to buy food for Training Days and other volunteer events, and to subsidize SFTM-logoed apparel for our volunteers to wear while working.

We received Volunteer Appreciation Fund donations of \$500 each from Greenfield/Northampton Co-operative Bank and Greenfield Savings Bank. We used those funds to buy Gift Certificates from our local business sponsors, which were handed out to our volunteers. Our volunteers are essential to our ongoing operations and projects.

If you'd like to show your support for our volunteers, go to <https://www.sftm.org/donations.shtml>.

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### PERSONNEL NEWS

Long-time volunteers Rowan and Heather met and later were engaged at SFTM. On Oct 1 they got married at SFTM! Heather motored the trolley to the porch, where she and Rowan had their ceremony. They then re-boarded the trolley to drive off into the sunset, with tin cans bumping along behind and a "Just Married" sign in the rear vestibule.

We wish them many happy years together.

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### BUILDINGS AND GROUNDS

As they have for so many years now, Martin and Sam T have kept the Visitors Center cleaned and kept the grass tidy. Sam B, Martin, Dick and Nash replaced all the screws in the Visitors Center roof to remediate some minor leakage problems. Sam B graded some extra parking space at the Elm Street end of the property to make up for the parking lost due to the Car Barn expansion.

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### ANNUAL MEETING AND ELECTION

We will hold our 2024 Annual Meeting on Tuesday February 13 at the museum's Visitor Center at 6:30pm. We don't plan any particular program, this will just be to count votes from the ballots and anyone present, to elect Directors, President and Vice-President. Please see the attached ballot.

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### MEMBERSHIP RENEWALS ARE DUE!

2024 Memberships are now due. If your printed TRANSFER does not have '2024' or '2100' on the address label, we hope you will renew your member-

ship. See the attached Membership 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 email that was sent with this issue to see your Membership status.

Dues from our Members is very important to our financial well-being. We also depend on donations above your dues amount to fund our ongoing Projects, like the "Berkshire Hills" and the Line Car. Please consider a generous additional donation with your Membership.

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## HISTORY CORNER

### MORE ON THE "BERKSHIRE HILLS"

According to the website "Preserved North American Electric Railway Cars", out of the hundreds of trolley cars to have run in Western Massachusetts (west of Worcester), five survive. Two are lightweight cars built in the 1920s for the city of Springfield, Mass. One is the body of a Holyoke Street Railway car, stored in a warehouse in Holyoke. One is our very own Number 10. The final car is the "Berkshire Hills", due to arrive at SFTM next year.

The "Berkshire Hills" was built by Wason Manufacturing in 1903, as a parlor car for the Berkshire Street Railway Company. The company, formed in 1901, was established to run a trolley line between Adams and Great Barrington, with a connection to the Connecticut State Line. It was the only trolley company known to run in four states, Vermont, New York and Connecticut as well as Massachusetts.

"Berkshire Hills" herself was delivered June 12, 1903. She cost \$20,000 when new, about five times as much as SF&C's number 25. The interior was made of mahogany, with carpeted floors and upholstered wicker chairs. The car also had a water cooler and hinged mirrors containing glassware. The car was used in both charter service and in a scheduled summer service between Bennington, VT and Great Barrington at double the price of an ordinary ticket. The scheduled service was discontinued in 1917 due to World War 1, and never resumed. Between 1917 and 1922, the car was only used for charters.

"Berkshire Hills" was retired in the early 1920s, and was out of service by 1923. It was sold in 1932, and converted to a diner for many years, first known

as the Berkshire Hills Diner. In the early 1990s, the interior was badly burned in a fire, and after that it was donated to Seashore Trolley Museum, who have very generously agreed to donate it to us.

As the only other preserved wooden Western Massachusetts Car, the "Berkshire Hills" is an excellent contrast to number 10. While Number 10 was a workhorse, Berkshire Hills shows the elegance of the trolley era, and the superb craftsmanship of Western Massachusetts.

Seashore Trolley Museum has also donated the trucks they procured for the "Berkshire Hills". Here is some history on their provenance, from Frank Hicks:

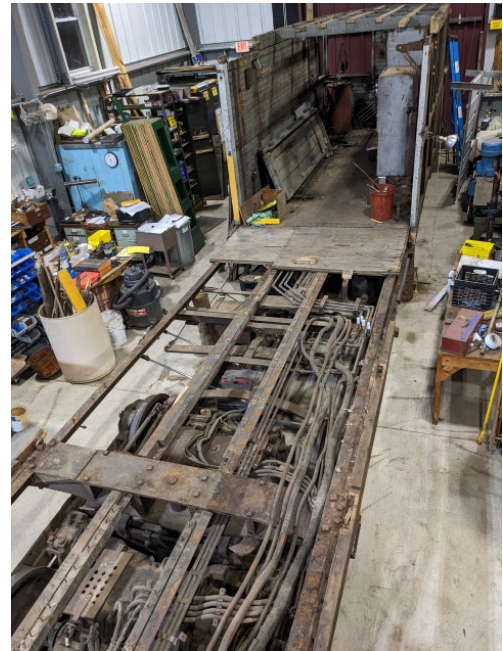
"The trucks were originally from CNS&M #21, a Brill-built double-truck snow sweeper. The thing was built as something of a "convertible" snow sweeper, and during the summer the brooms could be removed from the ends and the car could be used as a freight motor. That wasn't too popular with the North Shore, so they pretty much left it as a snow sweeper until it was retired. At that point it was sold to the Chicago Hardware Foundry (CHF) in North Chicago, IL, whose owner was a railfan.

The interesting thing about CHF is that it was the original home of the Illinois Railway Museum. IRM was founded in 1953 with a single interurban car stored on the fairly expansive CHF grounds, right alongside the North Shore interurban line. By the time the North Shore quit service in 1963, IRM's collection had grown to over 40 pieces of equipment, so the museum was "encouraged" to move elsewhere - in 1964 it moved to Union, where it still is today. In the meantime, ex-North Shore #21 played an unusual role. When CHF got it, it didn't have traction motors or control equipment, but they mounted a big diesel-powered generator inside the thing. IRM's volunteers figured out that if they coupled a North Shore freight motor to #21, they could power the freight motor with the gas generator. So, during 1963, after the North Shore had been abandoned and the trolley wire de-energized, IRM's primary "switch engine" was #21 coupled to freight motor #218, with #218 getting its power from the generator inside #21. When the museum moved out to Union, #21 was scrapped, but we kept the trucks."

*by Jordan Helzer, with Frank Hicks and  
Transportation Bulletin 79*



*Here is our tamper, donated by CSX before it was moved to SFTM by J.S. Rae Excavating*

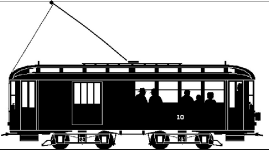


*Line Car 3283's frame is mostly exposed here*

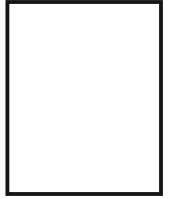


*These visiting Morris Dancers took time out for a song in memory of "Pump Car Polly"*

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



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



If your address label does not say '2024 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/>

#### **MUSEUM RECIPROCITY**

A group of trolley museums has formed a Member's Reciprocity Program. If you are a current member of SFTM, you get a discount at other participating museums.

See what museums are participating at

<http://www.trolleywayfinder.org/>. Bring your membership card or acknowledgement letter.

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#### **YEAR END GIVING**

Please remember SFTM when you are planning your Year End Giving, or any other time! We depend on donations both for our day-to-day expenses (our General Fund) and for our restoration and expansion projects. You can send us a check or go to our website to donate online. We are an all-volunteer non-profit educational 501(c)3 organization.

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#### **BIG RAILROAD HOBBY SHOW**

SATURDAY, Jan 27 and Sunday Jan 28 we will be at the Amherst Railway Society's train show. Be sure to check out the four buildings of exhibits, and stop by our table and say "Hi".

See [www.railroadhobbyshow.com](http://www.railroadhobbyshow.com) for all the details.

#### **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.

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#### **THANKS FOR THE HELP!**

Thank you to Marie, Jordan and Josh for contributing to this issue.

To submit an article, picture or idea for the Transfer, please email [editor@sftm.org](mailto:editor@sftm.org).

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#### **TRANSFER AVAILABLE ONLINE**

If you only get the printed version of the Transfer and want to see the pictures in color, or want to look at back issues, go to:

<https://www.sftm.org/transfer/full/>

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#### **EDITOR'S NOTES**

I tend to only use first names, because the Transfer is posted online and some folks prefer not to have their names splashed all over the web.

Feedback is always welcome.

*Sam Bartlett- editor*