



VOL. 32- NO. 1 SHELBURNE FALLS TROLLEY MUSEUM NEWSLETTER
SPRING 2023

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

PRESIDENT'S REPORT

Our dedicated volunteers worked tirelessly throughout the winter to help us move forward. At times it was very busy, and noisy, in the Car Barn, despite the less-than-pleasant temperatures. See the Project Reports for details of what's been going on.

Speaking of volunteers, we are always looking for new help. This year we are holding our **Training Days** on May 13 and 21. This is a good time for new trolley crew candidates to get started on their training. We welcome anyone over 15 (or 12 if you want to just give pump car rides).

Please go to <https://sftm.org/training.shtml> to learn how to get started on your volunteer trolley crew training.

Some exciting news is that we have accepted the donation of MBTA Line Car 3283 from Seashore Trolley Museum (Kennebunk Maine). They have two other line cars and don't feel that they need to keep

this one. So this will be another Massachusetts-built car to add to our collection. As you can see, she will need some work to get her looking new again, but she is complete. See the Project Reports for more information. We hope to have 3283 operable soon.

This spring we received a \$7500 grant from the Massachusetts Cultural Sector Recovery for Organizations program to help cover lost income during the pandemic.

We also received another \$2000 grant from the Mass Bay Railroad Enthusiasts to help with our Car Barn extension project.

Don't miss out on all the exciting things happening at SFTM! Renew your membership today and come see us when we reopen on May 27th.

See you soon,

SAM BARTLETT - PRESIDENT/EDITOR



3283 on the MBTA in Boston 2008 Jonelle DeFelice photo



3283 at Seashore Trolley Museum 2023

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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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

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VOLUNTEERING - HOW TO DO IT

Stop by, send an email to 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!!!

OPERATING SCHEDULE

The museum is closed for the season. We will reopen May 27, and will be open Saturdays, Sundays and Holidays 11am-5pm until Oct 29.

Watch www.sftm.org and Facebook for updates.

MEMBERSHIP REPORT

At this writing, SFTM has 116 current Memberships, including 14 Life Members. If your printed TRANSFER does not have 2023 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

PLEASE PATRONIZE OUR CORPORATE SPONSORS!

Mirick Insurance Agency	Floodwater Brewing
The Blue Rock Restaurant	Keystone Market
Salmon Falls Gallery	Walter's Propane
Mo's Fudge Factor	Asma's Kitchen
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NEW MEMBERS

Harry Sharbough
Elizabeth Lovance

Nina Reyes



Nash inspects drainage project on Main Track

PROJECT REPORTS

FROM THE RESTORATION DEPARTMENT

Let me introduce myself...

While I have held the position of Restoration Director for over three years now, I would like to introduce myself to those of you who read the Transfer and haven't met me. My name is Josh Redenz. I joined the SFTM in October of 2015 after moving to the United States from Germany, where I was born and raised. What follows is a little bit of my background:

Starting in 2012, I was involved as a volunteer at a small museum railroad in Germany that operated a steam-powered excursion on six weekends annually. My work there ranged from scraping paint on passenger cars to selling beverages and souvenirs onboard the train. After moving to the US in 2015, I became a Motorman and Conductor at the SFTM, which started my involvement with the museum. In 2017, I returned to Germany for one year to apprentice at the Harz Narrow Gauge Railway. There, I learned machining and the trade of a mechanic specializing in historic railway equipment. Upon my return to the US, I worked for a pipe organ builder doing restoration and maintenance on historic pipe organs. I have now been employed full time at the Valley Railroad in Essex, CT, for about a year and a half, where I spend my time maintaining and operating their extensive fleet of steam and diesel locomotives as well as the passenger and freight cars.

In future Transfers, I look forward to sharing with you some of the fascinating work that goes into restoring and preserving the historic rail vehicles that we have and cherish at the Shelburne Falls Trolley Museum, both in ongoing restoration efforts and from restorations that have happened in our past.

If you would like to be a part of giving new life to old Trolley and Railroad equipment, please don't hesitate to reach out to me by phone or text at (413) 682- 4591 or email me at josh@sftm.org.

LINE CAR 3283

SFTM's new trolley car, MBTA Line Car 3283, is quite odd as trolleys go. The purpose of a Line Car is to serve as a mobile workshop for maintaining the overhead wire. It has a movable platform on the roof that can be raised and lowered and swung out to the side to allow workers to access the overhead trolley

wire for repair and maintenance. This feature will be useful to us.

Car 3283 is the youngest U.S.-built wooden trolley still in existence. It is a copy of a preexisting car, Line Car 3279. The Metropolitan Transit Authority (MTA, a predecessor of the Boston MBTA) ordered the body of 3283 in 1949 from the Henry E Dow company, a company that never built another trolley car, as it was primarily a builder of kit houses. It was made out of wood since wood is an excellent insulator - a very important trait for a car designed to work on the overhead wire. The MTA, having retired most of their older non-PCC cars a few years earlier, simply took parts for 3283 from the scrap pile. The trucks and motors are from a center-entrance trolley, while the tail lights on the ends are from a lightweight car built in the late 1920s. Car 3283 served as the Line Car for what is now the Green Line in Boston.

The car served the MTA and then the MBTA until 1969, when it was involved in a deadly crash while doing maintenance work at night. The car plowed into another work trolley carrying rails, and both the rails and the giant wire wheel in 3283 came loose. Details are left to the reader's imagination. An investigation revealed that every member of both work crews was drinking on the job. To keep work going, the MBTA had to send 3283 in for heavy rebuilding and, in a first for a US transit organization, borrowed a c1904 line car from Seashore Trolley Museum.

Car 3283 continued doing line work until 2005, when it was found to be in need of a heavy overhaul. At that point, the car was retired and placed behind the shops, and in 2007 was donated to Seashore. Seashore used the car as a line car for several years, and it was in use as late as 2014. However, electrical and roof issues sidelined the car in the mid 2010s.

For a number of years, SFTM has been searching for a machine to help move our heavy rail equipment around. At 46,000 pounds with four motors, 3283 is heavier and more powerful than Number 10. The car also has a large reel for storing and spooling out overhead wire, and plenty of workshop space inside (there is even a hot plate, for heating food during cold winter nights in Boston). It needs extensive roof repairs, exterior siding and electrical work.

The car will be shipped here in the next few months. Josh, our Restoration Manager, will be leading the restoration of this car. You can reach him at

josh@sftm.org if you'd like to volunteer to help with this project. Please consider making a donation to the Line Car fund - with your help, we hope 3283 can serve the museum for years as a powerful new tool and exhibit.

See <https://www.sftm.org/donations.shtml> for donation details, or read about our line car at <https://www.sftm.org/linecar.shtml>.

by Jordan Helzer

SPARE TRUCK

Josh has been repairing parts of one spare trolley truck (the wheels and frame under a trolley car) and bolting various parts together. He had made progress over the winter and it is nearly ready to be placed on its wheels.

TRACKWORK

We've applied for a grant to fund having a contractor come in to overhaul the area near Turnout 1.

Nash and Sam replaced two ties and fixed drainage on the Main Track by the Pump Car Shanty.

B&M BOX CAR

We have a contractor lined up to letter the box car and he plans to have it completed by Opening Day. One side will be in the 1950's scheme with the very tall B&M logo. The other side will have the newer, shorter logo. You can help by donating to the Box Car Fund, either on-line or by check.

See <https://www.sftm.org/donations.shtml> for donation details, or read about our box car at <https://www.sftm.org/boxcar.shtml>.

PCC CARS

Rico, Dave, Bill and Nash have been working on

doors for the PCC cars. You can help by donating to the PCC Car Fund, either on-line or by check.

See <https://www.sftm.org/donations.shtml> for donation details, or read about our PCC Cars at <https://www.sftm.org/pcccars.shtml>.

HT&W FLAT CAR

Sarah has continued doggedly removing rust from the Hoosac Tunnel and Wilmington flat car. We moved the flat car into the Car Barn to avoid winter working conditions.

CABOOSE CV 4015

We are replacing the stove in the caboose with a more correct stove. The old "pot-bellied" coal stove is available to a good home.

COUPLER THINGS

A correction; in my last Transfer I edited Alden's report on finding the link-and-pin compatible coupler. He wrote *About 4 years ago, three explorers were inspecting the large stone arch railroad culvert over the Bear River in Conway.* I added the "abandoned New York, New Haven and Hartford Railroad" since Alden hadn't listed a railroad and I thought it would help clarify for folks who weren't familiar with the area. But the intrepid explorers were not on the NY,NH&H, they were adjacent to the other railroad in Conway. Built circa 1865 by the Commonwealth of Massachusetts for the Troy & Greenfield Railroad, this line is now owned by CSX. It was previously owned by Pan Am, by Guilford, by Boston & Maine and by Fitchburg RR. Sorry Alden!



MBTA PCC 3321 with "Brilliant Aluminum" roof and Cream window band

"BOSTON IN TRANSIT" BOOK REVIEW

"Boston in Transit: mapping the history of public transportation in the hub" Author Steven Beaucher, MIT Press 2023, \$70

Review by Jordan Helzer

Boston in Transit is a well researched, comprehensive book on the history of public transit in Boston. It covers transportation throughout Boston's history from the very beginning to the present day.

The book is somewhere between a story and a reference guide. It is not arranged chronologically, but rather arranged by theme. Some themes are associated with the type of mass transit; for example, there is a chapter on the passenger trains of Boston, and another chapter on rapid transit. Other themes are about the organizations that provide Boston Transit, including the Metropolitan Transit Authority and the MBTA.

The book goes into depth explaining both the historical patterns of Boston transit and how they relate to the modern system of transportation in Boston. One advantage of the format of going with themes rather than era is that the book is able to explore different modes of transportation and focus well on each, rather than trying to explain everything that was happening at a given point in history. However, the themes are occasionally a bit confusing, because a theme from a previous chapter will be picked up in a later chapter.

The images are the highlight of the book. The variety and clarity of the images provide much of the appeal, and the detailed maps from various points in history serve as an excellent complement to the narrative. Maps of Boston's stations were especially appealing, along with photos of equipment from horse drawn omnibuses to modern transit vehicles.

The main challenge with Boston in Transit is the layout. The images are interwoven with the text, and it is occasionally hard to follow where the text continues after an image. Despite these challenges, Boston in Transit does a good job of explaining the history and is a good source for those who are interested in how transit developed in the city of Boston.

THE GOULDS RIDING THE TROLLEY BETWEEN SHELBURNE AND COLRAIN FOR WORK AND PLEASURE

by Rick Clark

My Grandmother, Mary LaBelle Gould, was born

in Colrain on May 2, 1889.

As a young woman, Mary lived in Colrain and cleaned houses in Shelburne Falls, including the Gould homestead at 3 Pleasant St. There she met Earl Mitchel Gould, my Grandfather, when she was 18 years old.

Mary traveled daily by trolley on the Shelburne Falls and Colrain Street Railway, sometimes staying at her sister Dora Spencer's house near the tracks on Water St. where the trolley line crossed the river from Shelburne to Buckland. Mary was able to easily travel between her home and her work and also to visit Earl because of the trolley, and being able to stay with her sister, Dora.

Mary married Earl on December 9, 1908. They lived with his parents, Charles and Julia Gould in a second floor rear apartment at 3 Pleasant St. in Shelburne Falls. Soon they were riding the trolley between Shelburne Falls and Colrain to see Mary's family and return to their apartment.

My mother, Helen LaBelle (Gould) Clark was born to Mary in 1911 and grew up in Shelburne Falls.. When Helen was a teenager she had a horse that she boarded in Colrain. She took the trolley to Colrain to ride and care for her horse. Later she taught school on Wilson Hill in Colrain in a one room schoolhouse. During the week she stayed at the Purrington Farm, where she could easily walk to work at the Wilson Hill School. She would take the trolley on Mondays to Griswoldville and ride her horse to the farm. She kept her horse at the farm during the week, then rode horseback to Griswoldville on Fridays, where she kept the horse during the weekend. Then she took the trolley home to Shelburne Falls. This was necessary during the winter and mud season so she could get to work and still spend the weekends with her family.

So the Gould Family used the trolley for work and pleasure, and that is how my grandmother was able to meet my grandfather, and my mother was able to enjoy horseback lessons in Colrain.

FREDERICK G. CLARK AND THE FRANKLIN FUEL COMPANY

by Rick Clark

My father and mother, Fred and Helen Clark, were married June 26, 1940 in Shelburne Falls. They lived at 8 Warren Ave in Shelburne Falls. My mother taught school in Shelburne. My father was the manager of the

Franklin Fuel Co. on Conway St, Buckland. Franklin Fuel Co. had coal silos on Conway St [Ed: photo page 7] which were filled from the rail yard where the Museum now stands. On the most northern track in the yard [this track is not visible now Ed.] there was a spot where a bottom dump hopper coal car could be positioned to dump coal into a chute (between the rails) and feed by gravity into the silos on Conway St. The coal then could be emptied into a truck, by gravity, and be delivered to coal bins in homes and businesses. All this was accomplished by chutes into the cellar where coal bins were located near the furnace. At times the coal had to be transferred to bags and carried by workers to the coal bin.

Franklin Fuel also sold range oil or kerosene and #2 fuel oil. I believe kerosene was more popular in the 1940s.

The oil was delivered to the tanks on Conway St from railroad tank cars spotted in the yard above the tanks. It ran by gravity through pipes to storage tanks below and then from the storage tank by gravity to the oil truck. The oil trucks had pumps to deliver to household tanks through a rubber hose.

Customer's houses or businesses had 50 gallon barrels located on porches or above ground near doorways. These metal barrels had a valve on the end, and sat in a metal cradle. Small containers made from glass or metal we used to bring the oil into the house where it ran by gravity to the stove.

WHY DO PEOPLE VOLUNTEER?

I recently asked our volunteers to give me a couple of lines about why they volunteer at SFTM. I have a pretty good idea about the many reasons people have for helping at our all-volunteer non-profit museum, but I thought it would be good to share their thoughts:

Alden: *I have enjoyed volunteering at the SFTM because I like the crew and visitors who have interests similar to mine. It has been a pleasant way to do community service, at my own pace, and to use my knowledge gained working on the railroad. I also like delving into local history.*

Gary: *I volunteer to convey the history, the innovation and change that Trolleys brought to Rural America. Trolleys were important in so many ways especially as a way to bring communities together and to bridge the distances. I have a ton of fun, watching our Patrons, especially children, light up and ask*

questions. That's why I volunteer...

Lou: *Just listen to a kid tell his parents after an Instant Motorman trip "This is the best day of my life!" and you will instantly know the rewards of volunteering.*

PERSONNEL NEWS

At our Annual Meeting in February, I agreed to stay on as President. Nash is taking on the Vice President and Vice Chair posts. Alden is moving from Vice Chair to Chair of the Board. We also added Jordan to the board. At our April meeting we appointed Jim K to fill an empty board seat until the 2024 Annual Meeting. Shirley has stepped down from the board. We appreciate her many years of input into our decision making process.

IT IS MEMBERSHIP RENEWAL TIME!

The Shelburne Falls Trolley Museum has about 120 members, or more if you count each person in a family membership. Members pay from \$20 for a Junior membership to \$1000 (once) for Life Time membership. This is a major source of income for us, and it is also a vote of confidence, since it tells us that you feel that what we are doing is worth your hard-earned cash. See the list of Membership benefits at <https://sftm.org/join.shtml>.

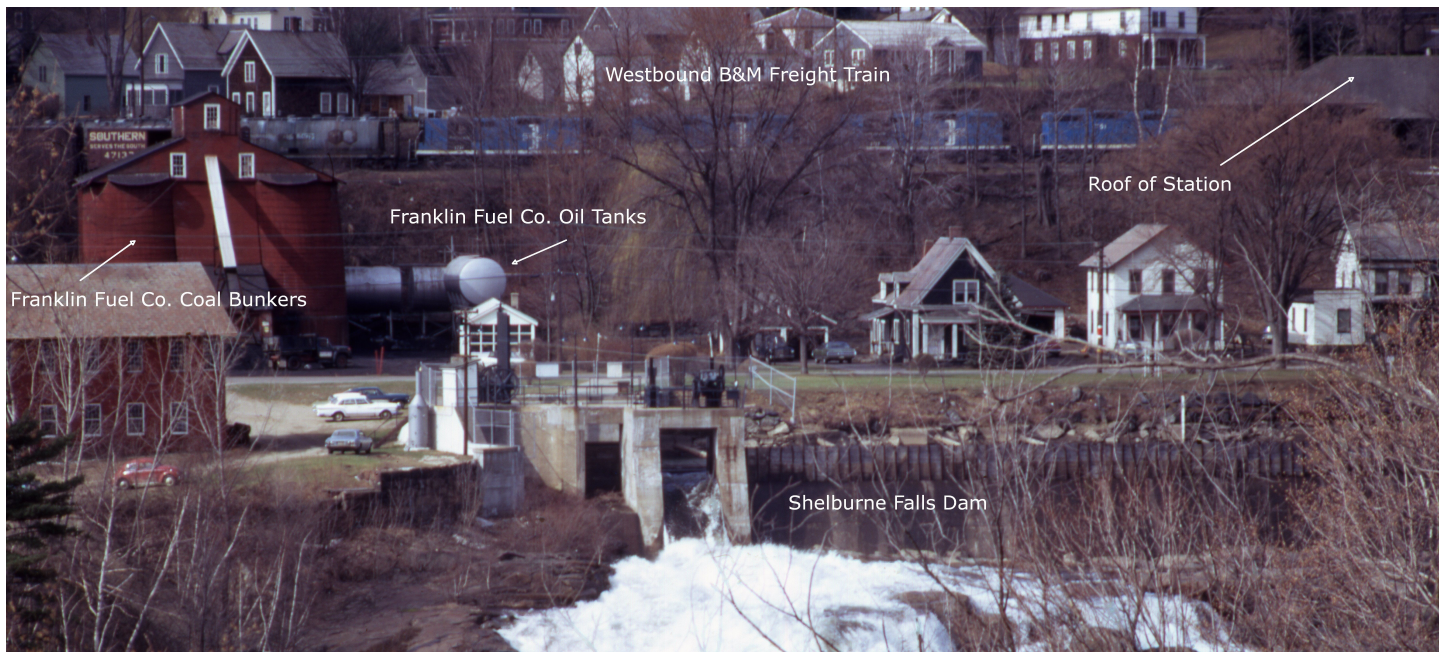
Some of you have already renewed for 2023, thank you! If you haven't renewed for 2023 yet, please do so now. If you got your Transfer by USPS, your mailing label shows your membership year. If you got your eTransfer online, the email with your link will tell you if you are current or not.

Or email membership@sftm.org to find out your membership status.

CHANGES COMING FOR NEXT YEAR

The Board of Directors recently decided that we will not plan to have Monday operations in 2023. At least they will not be listed on our advertising rack cards. Since our volunteers are crucial to our operation, we decided to ease the burden on them.

We also decided to raise All-Day-Pass (aka "ticket") prices for the first time in many years. Adult tickets will go from \$4 to \$5, and we decided to expand the "youth" category to be 6-17 year-olds, at \$3 (up from \$2 for 6-12 year-olds). Five and under are still free. Of course if you are a member this doesn't effect you, since your membership gives you free All-Day-Passes.



April 23, 1971 David Ashenden took this photo from across the Deerfield River Valley. In the foreground is the dam at the Pot Holes. On the left are the coal bunkers for the Franklin Fuel Company, mentioned in Rick Clark's article above. In the upper right is the roof of the Shelburne Falls Union Station. A westbound B&M freight with at least four "bluebirds" is on the mainline.



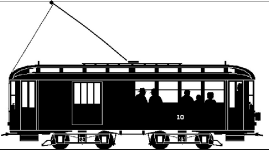
photo by Dave Bartlett Shelburne Falls Oct 1985

EXCERPT FROM AN UPCOMING ARTICLE ON THE FOUNDING OF SFTM

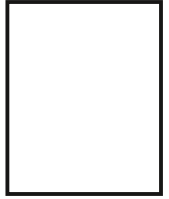
by Tony Jewell, SFTM Founder

My first foray into the preservation historic display field had nothing to do with trolleys, it was in fact railroad-related. For those of you who remember, in 1985 when the Steamtown Foundation moved its circus from Bellows Falls through Shelburne Falls to Scranton for its new home, a delightful mishap happened in the Buckland railroad yard. One of Steamtown's steam engines, a high wheeled ex-CP ten-wheeler with tender [photo above] had been set off in the Buckland yard due to a broken axle. Thinking how great an attraction this admittedly stripped down unit would be in the sterile yard environment at that time, I pursued purchasing it from Steamtown, thinking that I could get it for scrap for under \$15,000. Despite pleading, cajoling, and threats Steamtown declared that it was worth six times that amount and so my initial historical transportation exposition plans went up in smoke.

Shelburne Falls Trolley Museum
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413/625-9443 www.sftm.org



If your address label does not say '2023 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 and what the discount is at <http://www.trolleywayfinder.org/>. Bring your membership card or letter.

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. A link to our YouTube channel is on our homepage.

TRAINING DAYS

This year we are holding our **Training Days** on May 13 and 21. We welcome anyone over 15 (or 12 if you want to just do pump car rides). Please go to <https://sftm.org/training.shtml> to learn how to get started on your volunteer trolley crew training.

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.

THANKS FOR THE HELP!

Thank you to Rick, Alden, Marie, Josh, Lou, Gary, Jordan, ChatGPT and Tony for contributing to this issue.

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

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/>

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