

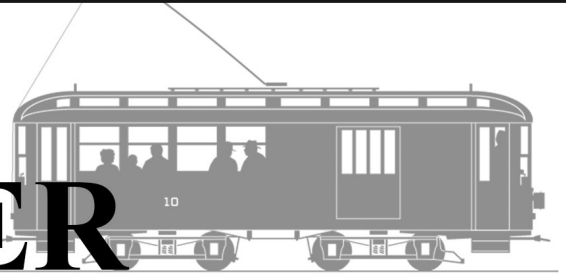
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Shall we ride No.10 again next week?

Yes! It sure beats riding in our buggy!



# TRANSFER



**VOL. 32- NO. 2 SHELburnE FALLS Trolley MUSEUM NEWSLETTER  
SUMMER 2023**

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

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## **TROLLEYFEST IS SEPTEMBER 30!**

Come join in the annual celebration of the restoration of trolley car No. 10. Besides the usual trolley car rides and pump car rides 11am-5pm we will have Speeder (aka Motorcar, aka Putt-Putt) rides.

Special Trolleyfest Activities 11am-3pm:

Food from Mo's Fudge Factor for sale

Music by "Whistle Stop"

Maple products from Davenport Maple Farm

Preserves from BarbEric Farm for sale

Velocipede demonstrations

Morse Code demonstrations

Blacksmithing demonstrations

Railroad paraphernalia Tag Sale

Lionel, and other toy trains, track, etc for sale

Railroad movies shown throughout the day

Trolley Era re-enactors riding the trolley

Quilt Sale

Hands-on demonstrations of Trolley Era activities that relate to industries and farms served by the trolley

line 11am-3pm:

Cider pressing and sampling

Hands-on Butter making and sampling

Games from 1900's

Hands-on Weaving on adult and child-sized looms

Milk a 'Cow'

Vinegar uses - drinks, pickles & copper polishing

More information and pictures at

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

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## **"LETTERS FROM MAUD" SEPTEMBER 23**

On Saturday September 23rd at 6pm Diantha and Martha Wholey will present "Letters from Maud" in the Car Barn. Come hear and see letters from Maud Purrington to Frank Johnson, the farmer who saved No. 10. See vintage trolley pictures and learn about life, romance and courting in the 1920s. How did trolleys in general and our trolley car No. 10 in particular play an important role in this love story? RSVP to [trolley@sftm.org](mailto:trolley@sftm.org) so we know how many chairs to set up.



*Hands-on demonstrations during Trolleyfest 2017*



*Speeder rides return to Trolleyfest!*

## 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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**PO Box 272**  
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**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 open for the season Saturdays, Sundays and Holidays 11am-5pm until Oct 29.

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

## MEMBERSHIP REPORT

At this writing, SFTM has 122 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](mailto:membership@sftm.org)

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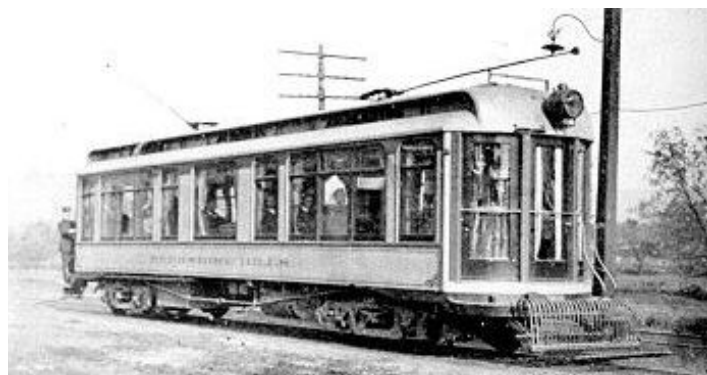
## PLEASE PATRONIZE OUR CORPORATE SPONSORS!

Mirick Insurance Agency	Floodwater Brewing
The Blue Rock Restaurant	Keystone Market
Salmon Falls Gallery	Walter's Propane
Mo's Fudge Factor	Asma's Kitchen
Buckland Pizza House	Bakers Pharmacy
Coldwell Banker Upton Massamont REALTORS	
Ann Brauer Quilts	Blooming Inn

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## NEW MEMBERS

David Barten	David & Victoria Carty
Michael Colello	Ellen Fishburn
Floodwater Brewing	Guojin & Jennifer He
Maureen Moore	Maggie Russell-Ciard
Mae Tolpa	Bruce & Cyndy Wells
Paul Bennett	Blooming Inn Shelburne Falls
Ann Brauer Quilts	Kelly Buffum
Walter Chadwick	Steve LaBonte
Elizabeth Lovance	Kari Lyden
Jeremy Meltzer	Wynne Meyer
Jade Mortimer	Lisa Peters
Jimmy Dufurrena & Rodrigo Pimentel	
Galen Semprebon	Phoebe Walker
Fraser Stowe	Mark Suozzi
David Swiderski	Celia Lee & Simon Taylor



*Berkshire Street Railway parlor car Berkshire Hills*

## **PRESIDENT'S REPORT**

Ridership has been down a little compared to average years. In part this is due to not being open Mondays this year. We've also had quite a few rainy weekends which have kept people home. As you will see in the restoration department reports we've been quite busy working on restoration projects. We received a \$10,000 award from the Massachusetts Office of Travel and Tourism Destination Development Grant for track rehabilitation. We received a \$2,000 grant from the Amherst Railway Society for Line Car restoration.

We had a good turn out for Training Day, and welcome Rico, Jennifer, Helen and Bruce to the roster. Alden, our crew dispatcher, has had an easier time than last year keeping the car staffed, but we can always use more help.

The Car Barn extension parts are expected to arrive Sept 28. Due to local flooding, our excavation plans have been set back. We hope to get going on this important project in October. Volunteers welcome!

See you soon,

**SAM BARTLETT - PRESIDENT/EDITOR**

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### **FROM THE RESTORATION DEPARTMENT**

#### **THE IMPORTANCE OF A TIGHT ROOF**

When ex-MBTA Line Car 3283 arrived at the Trolley Museum in May of this year, we started assessing its condition almost immediately. We knew that the roof had been leaking in some areas and that parts of the wooden structure had been experiencing rot. We decided to start the project of restoring this car to operation by stripping back the existing roof and the wood sheathing on the ends and sides to learn what the extent of the damage was. Here's what we found:

The roof of 3283 as it arrived in Shelburne Falls consisted of no less than seven layers! Starting from the inside of the car, the roof is supported by wooden carlines (beams that run across the car) which support purlins (beams that run the length of the car). Mounted to this structure were two layers of tongue-and-groove beadboard on top of which we discovered portions of the original canvas roof. On top of this were mounted 2x6 walkways for the line workers. When the canvas roof failed at some point during the car's active working life, two layers of ¾-inch thick plywood were

added on top of the walkways. On top of the plywood was a fiberglass membrane such as you might find on a mobile home. Now, all of these individual layers had been leaking for probably a decade or more. We discovered evidence that mushrooms had grown in between layers of the roof during its prolonged soaking. The wood was still holding water even after a full month undercover. We stripped all of the decayed roof material off the car, layer by layer, to discover that the roof-supporting structure (carlines and purlins) was also rotten beyond salvaging in several places.

We disposed of approximately 3 tons of material from the roof (some of that weight was likely water).

At the same time that we stripped the roof, we also stripped the exterior sheathing off the car. Our initial impression of the condition was that the wooden beams that make up the structure of the car body had, for the most part, escaped the water damage. One end of the car (the B-end) had plywood on its interior which had received significant damage from the leaking roof, so we chose to remove all of it for replacement. Unfortunately, we discovered that the structural beams beneath the plywood had suffered from the water on their insides, necessitating substantial repairs or replacement here as well.

The wet wood was also in contact with the steel under frame, and some deterioration of the steel has occurred also. To be able to weld in new steel we will need to remove all of the wood.

Wooden framing members that can be reused are being stored, as well as members that will be needed for patterns to make replacements.

All the lighting wiring (there were a lot of lights on this car!) have been labeled, documented and removed.

In conclusion, the amount of damage caused by water making its way through the roof into the car over a long span of time is substantial. Having discovered the scale of the damage, our restoration plan for this car is to strip it all the way down to its metal frame, then repair, rebuild, or replace every component of the car and reassemble when components are ready.

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 or sign up to volunteer your time and expertise. You can contact the Restoration Director, Josh Redenz

at [josh@sftm.org](mailto:josh@sftm.org) or call at (413) 682 4591.

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

by Josh Redenz

### SPARE TRUCK

This project has reached a logical pausing point. The spare truck frame is repaired, rebuilt, painted and back on its wheels so it can be moved. It will need brasses for the journal bearings and new brake rigging, but it is much closer to being ready to bail us out if something serious were to happen to one of No. 10's trucks.

### PCC CARS

Jordan, Rowan and Sam have done some painting around the windows on 3321 in preparation for installing new window glass. Bill finished drilling the parts for the door hinges. 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 and priming and painting as she goes.

### SIGNAL GARDEN

What is a "signal garden" you ask? We have acquired some out-of-date trackside signals over the years, and we want to restore them and put them on display. Since they will just be displayed and not put into use scheduling our trolley operations, we will group them in an area near the Freight House that we call the Signal Garden. Brian, Dick, Bruce, Rowan and Sam disassembled the ladders and signal heads from the masts so that everything can be blasted, primed and painted.

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### TRACKWORK

We received a \$10,000 Massachusetts Office of Travel and Tourism Destination Development Capital Grant to fund having a contractor come in to overhaul the area near Turnout 1.

### VOLUNTEER APPRECIATION

Shortly you will see some of our volunteers in spiffy new SFTM-branded shirts. The board feels that

our most valuable asset is our volunteers, and we want them to look good when working with the public, so we are kicking in \$30 for each volunteer who wants a SFTM T-shirt, cap or embroidered shirt. We have started a Volunteer Appreciation Fund which we use to buy food for Training Days and other volunteer events. If you'd like to show your support for our volunteers, go to <https://www.sftm.org/donations.shtml>

### PERSONNEL NEWS

Josh and Sarah were married on September 9th. They are making their home in southern Connecticut but we expect to see them regularly as their work on the Line Car and Flat Car progresses.

Rowan and Heather met and later were engaged at SFTM. On Oct 1 they will get married at SFTM!

We wish both couples many happy years together.

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### HISTORY CORNER

*"History, as nearly no one seems to know, is not merely something to be read. And it does not refer merely, or even principally, to the past. On the contrary, the great force of history comes from the fact that we carry it within us, are unconsciously controlled by it in many ways, and history is literally present in all that we do. It could scarcely be otherwise, since it is to history that we owe our frames of reference, our identities, and our aspirations."*  
~James Baldwin

### GREENFIELD TROLLEY SPEEDS

From 1905 Massachusetts RailRoad Commissioners: ["cars" in this case refers to trolley cars, not automobiles Ed.]

*Approval of regulations for speed of cars upon street railways in the town of Greenfield.*

*It is Ordered, That the regulations relative to speed of cars upon street railways in the town of Greenfield, established by the selectmen of said town, as revised and approved, be as follows:*

1. *The speed of cars generally upon street railways located in the public streets in the town of Greenfield shall not exceed the rate of fifteen (15) miles an hour.*

2. *No street railway car shall be operated at a rate of speed greater than eight (8) miles an hour on the following streets:*

*On Deerfield and Federal streets, between the Wiley and Russell Manufacturing Company bridge and Maple street;*

*On Main and Conway streets, between Federal and Devens streets.*

*3. Before taking any heavy descending grade the speed of every car must be so reduced as to test the working of the brake.*

*4. Wherever the railway occupies a portion of, or is close to, the travelled road the speed of every car must be from time to time so reduced as to permit the safe use of the road by others.*

*5. Every car shall come to a full stop before crossing another street railway at grade.*

*6. In approaching any public or private way crossed by the railway the speed of every car must be so reduced that the car may be stopped in season to avoid collision with any person or vehicle rightfully using such way.*

*7. In rounding curves and in all cases where the view of the motorman is obstructed, the speed of every car must be reduced to meet this condition of limited vision of railway and highway.*

*8. A car must always be under such control as to enable the motorman to stop it in season to avoid collision or injury in every emergency which it is reasonable to expect may arise.*

### **TROUBLE AT SHELBURNE JUNCTION**

Shelburne Junction is where the New York, New Haven and Hartford Railroad's Shelburne Falls Branch joined with the Fitchburg Railroad\Boston and Maine Railroad, just West of Bardwell's Ferry Bridge. At this point the NY,NH & H shared trackage with the B & M to Shelburne Falls. Jim Wholey's father, Lawrence Wholey, was a tower operator for the B&M at Shelburne Junction. Jim relates this story of one day's events: *Two B&M K-8 2-8-0 steam engines needed water so my Dad had them back down the NY,NH & H tracks about a mile south of Shelburne Jct. to a place where a brook came down a bank. All you had to do was push the pipe in the brook to fill the tender. He told them no further than a mile so as not to cross the South River bridge in Conway. This B&M crew did not know the NY,NH & H route, and the visibility was poor. When the engine didn't come back when expected, my Dad got worried, so he lit a lantern and walked down the tracks and discovered they had backed all the way down to South Deerfield.*

Luckily the lightweight bridge over the South River survived this overload!

### **WHY DOES THE SHELBURNE FALLS TROLLEY MUSEUM HAVE A CABOOSE, PUMPCAR, AND SPEEDER FROM VERMONT?**

*[A version of this article appeared in the September "Ambassador", the newsletter of the Central Vermont Railway Historical Society. Learn more about CVRHS and become a member at CVRHS.com. Ed.]*

You might think, based on its name, that the Shelburne Falls Trolley Museum would only have trolleys from Shelburne Falls. Our name is somewhat misleading as our mission statement starts with this item: "To preserve railroad and trolley history and artifacts, especially of the Franklin County, Massachusetts area, and to educate the public about these artifacts and historical information through collection, restoration, display, demonstration and interpretation."

Our Central Vermont Railway ("CV") caboose, our CV pump car and our CV motor car all operated in Franklin County Massachusetts and obviously are railroad related artifacts. Here's some more information about these artifacts, but first a brief introduction to the Central Vermont Railway for those who are not familiar with it.

Locally, the Central Vermont Railway operated through Palmer, Amherst, Millers Falls, Northfield and Brattleboro. It connected New London, Connecticut on the Long Island Sound with the Connecticut River Valley and the Green Mountains and the Champlain Valley in Vermont, with a final terminus in Montreal, Quebec. It now operates as the New England Central Railroad ("NECR").

#### **Caboose CV 4015**

Our Central Vermont caboose 4015 was built in CV's Saint Albans shops in 1925. It consists of a wooden body on a steel under-frame, riding on specially sprung trucks to give the crew a better ride. Caboose were placed at the ends of freight trains, and served as homes-away-from-home and offices for conductors and brakemen - they had stoves and desks for the train crew, and beds for resting between trips. This caboose worked on the Central Vermont Railway between St. Albans, Vermont and New London, Connecticut, passing through western Massachusetts regularly. It was sold to the Green Mountain Railroad in Vermont and had one of its beds replaced with coach seats for passengers. When it was retired in 1978, it was sold to be used as a poolside cabin in

Amherst, Massachusetts. It was donated to the museum in 2000, thanks in part to donations from the Amherst Railway Society. Over a period of years, we restored it to its mid-1950's appearance. You may explore inside this caboose during regular hours. Alan Pomeroy of the Central Vermont Railway Historical Society provided valuable information for lettering the caboose. More pictures of CV 4015 and other CV cabooses can be found at <https://www.sftm.org/caboose.shtml>.

Our other two pieces of Central Vermont rolling stock were used for maintenance-of-way (MOW). Railroads are divided into sections and each section is inspected and maintained by a section crew of MOW workers. In the early 1900s sections were 3 to 10 miles long and nearly all of the work, including the transportation of workers and tools via pump car, was manual. As gasoline-engine-powered track cars were introduced the sections were combined into longer sections because more track could be traveled in a single day. Modern railroads use pickup trucks with

railroad wheels mounted on them for their maintenance-of-way inspection activities. Much of the inspection work is now done by automated electronic systems mounted on railroad cars. These geometry and inspection cars travel the track to scan for things like rail defects and saturated ballast that are difficult for a visual observer to notice. Most track maintenance and repairs are now handled by sophisticated heavy equipment.

### CV Track Car 127

Our Central Vermont track car (CV 127) is on loan from Harvey Allen. Track cars are also called speeders, motorcars, inspection cars or putt-putts. Early track cars have a single-cylinder two-stroke gasoline engine and often a windshield and cab for protection of the section crew. For many years after our track car arrived at SFTM it was inoperable, but Carl, Nash and Ellie have been able to get it running again. Harvey Allen tells us this about CV 127: *"the crack in the block of that motor I think was there when the CV sold it due to the crack. I found a picture of it,*



*Ellie posed our Central Vermont equipment for this all-in-one shot*

*Charlie (Allen) was on it when he first bought it. You can see the number 127 just below the roof on the front and the CV noodles [Central Vermont emblem] below each front window. We repainted it, but the CV noodles can still be seen through the paint.*" Recently Ellie repainted the CV noodles. In general we are trying to keep the track car looking like it did when it ended service. The track car is occasionally out on our monthly "Speeder Days" for the public to ride.

### **CV Hand Car 21**

Our Central Vermont pump car (also called a hand car) is also on loan from Harvey Allen. We don't know when the pump car was built, but most likely it was from the early 1900s. The pump car pre-dates the track car as a mode of MOW transportation. Our volunteers give rides on the pump car as part of our railroad history experience. This is a very popular and interactive experience as the guests need to help with pumping the pump car. Riders learn that the purpose of a pump car was for inspection and maintenance of railroad tracks. Our visitors often comment on how much work it is to traverse the tenth of a mile trip that we do on the pump car and are impressed to learn that track workers in the early 1900s often traveled ten or more miles on a pump car. They also learn that the track workers did the hard physical labor of driving spikes, moving half-ton rails and 300 pounds ties as part of the day's work and then used the pump car to get back to their headquarters. Because our yard is on about a 0.8% grade they also learn the importance of building railroad tracks as level as possible since the amount of work to go up the slight grade is clearly more than the effort required to come back down. Harvey Allen tells us that he acquired the pump car when he saw it pushed off into the brush near a Central Vermont section house. He asked why it was there and was told that the section crew had been in an accident with their track car at a highway crossing. While the track car was in the shop for repairs, the superintendent required the crew to use the pump car to do their work. Once they got their track car back, the section crew wanted to be sure they never had to use the pump car again, so they pushed it out of sight.

From 2000 to 2019, Polly Bartlett was a regular operator of the pump car. She was in her late eighties to early nineties in those years, so she was sure to let her guests know that this would not be a "ride", it would be a "cooperative experience". She would set

the pump car up so that her guests had to do the hard work of making the first pump on the handles. But you could often tell that she was still doing most of the work, as she would tell them to "Push, push!". She made sure her guests learned about the MOW workers, and how the car operated and how easily it rolled with its steel wheels on steel rails. Her guests would get off the pump car at the end of the experience, and while they were saying "Wow, that's a workout!", she would be loading her next set of riders. Polly would often do this for most of two or three days in a row all season long, earning her the name of "Pump Car Polly". Polly passed away in 2021, and other volunteers have taken over running the pump car. Many returning guests will still remember her and how much she loved the pump car.

### **COMING SOON: "THE BERKSHIRE HILLS"**

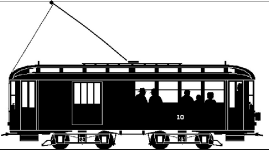


*Berkshire Hills, from the Bill Volkmer collection*

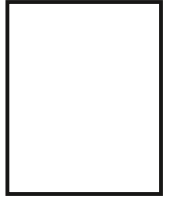
We are working out the logistics for our newest acquisition, the parlor car "Berkshire Hills" (Wason 1903)! From the Roster of Preserved North American Electric Railway Cars (<http://www.bera.org/pnaerc.html>) we learn that Historian William Middleton in his book "Traction Classics, Vol. II" describes it as "the largest and most elegant of all trolley parlor cars in New England." It was painted white, had large windows for sightseeing, and was fitted with wicker furniture and drapes. Use of the car in regular service ended in 1917 but it continued in charter service until it was stored in 1922; in 1932 the car was made into a diner in West Pittsfield. There it remained until a fire in 1994 damaged the car's structure, after which the diner's owner donated the carbody to Seashore Trolley Museum, who has given it to us.

This car needs a lot of tender, loving care. Stay tuned for more information!

**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 '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.

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#### **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.

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#### **FOLLOWING THE TROLLEY TRAIL**

SATURDAY, OCTOBER 14, 2023 9:30-12  
Hatfield Historical Museum 39 Main Street, Hatfield

Original sites of trolley stops along the Connecticut Valley route between Hatfield and Greenfield will be marked with signs, and viewable from one's car.

#### **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, Jim, Ellie, Diantha 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*