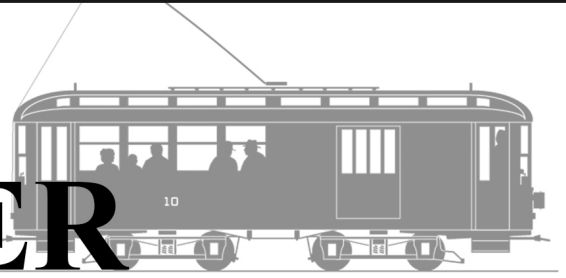

Shall we ride No.10 again next week?

Yes! It sure beats riding in our buggy!



TRANSFER



**VOL. 33- NO. 1 SHELBURNE FALLS TROLLEY MUSEUM NEWSLETTER
SPRING 2024**

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

PRESIDENT'S REPORT

The Car Barn extension project has taken up much of my time this winter, see below.

We had fun at the Amherst Railway Society's Big Railroad Hobby Show in January. If you haven't been to this show you really should catch it next winter.

We received a \$2500 grant from the Mass Bay Railroad Enthusiasts for the Car Barn extension. We appreciate their patience and generosity.

John, Nash, Josh, Martin and I spent some time de-cluttering and organizing the equipment and supplies in the box car and the wood shop.

Nash gave No. 10 her spring going-over and reports that she is ready for another season of fun, safe, educational trolley rides!

Reports on specific projects that we worked on this winter and spring follow in these pages.

I have updated the web pages for the Car Barn Extension, the Line Car and the "Berkshire Hills". See links at www.sftm.org. I also added some comprehensive pages by Al Barten on another local trolley line, the Conway Electric Street Railway; see the History

link.

The Car Barn Fund needs about \$15,000 to get to the end-of-the-line. This is crucial since we can't get a Certificate of Occupancy until the wiring is completed. We don't send out special fundraising mailings or have fund drives. But we do depend on your support for our ongoing operations and for our special projects. The Transfer is the only place where we ask for financial support.

The "Berkshire Hills" parlor trolley restoration project and the MBTA Line Car restoration project will be needing a lot of funds as well. This is less crucial since we will make progress as funding allows, but it still helps to boost our all-volunteer Restoration Crew's morale to know that you, our members, have their backs. Please read the Restoration Reports herein, and go to the web pages for these projects, and then help us out with a generous donation at:

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

Please remember to renew your Membership.

Thank you for your ongoing support!

SAM BARTLETT - PRESIDENT/EDITOR



Jan 2024 - All the framing and some siding is up



April 2024 - The extended Car Barn is mostly enclosed. The big end doors are hung and operable.

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 - 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

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 and Facebook for updates.

MEMBERSHIP REPORT

At this writing, SFTM has 145 current Memberships, including 18 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

PLEASE PATRONIZE OUR CORPORATE SPONSORS!

Mirick Insurance Agency	Floodwater Brewing
Salmon Falls Gallery	Walter's Propane
Mo's Fudge Factor	Davenport's Service Sta.
Buckland Pizza House	West End Pub
Ann Brauer Quilts	Blooming Inn

NEW MEMBERS

Elizabeth Massa	Claus Schlund
Brian Hebert	Selove-Manzo Family
Rico Gomes	Jim Alden
Bruce Wilson	



March 2024 - The extended Car Barn is mostly enclosed. The Line Car frame is in the center foreground, No. 10 waits patiently for Training Days on the right.

CAR BARN EXTENSION PROGRESS

In the last Transfer we saw that the foundation for the Car Barn extension was poured. Since then we've been moving right along, but each phase takes time, with weather delays, workers out sick, busy contractors, etc. Gagne Mechanical came and put up the frame and roof and most of the siding.

Next Martin, Nash and I, with the Drott crane, re-installed the two half-ton doors on the new end wall.



April 2024 - Martin and Nash install a door panel

Then W.R. Hillman's crew came back and did more excavating to prepare for the sub-floor for Stall One, a reinforced pad to support the track. Then Hillside Concrete came back to lay reinforcing bar ("re-bar") for the Stall One sub-floor. Then Martin, Nash and I placed the rails and added anchor rods and plates. Then Hillside Concrete came back to pour the concrete sub floor, which encased the anchor rods.



April 2024 - Stall One ready for sub-floor pouring

Next, Martin and I adjusted the rail on the threaded anchor rods to get the level and gauge and alignment of the rails just right. Then Nash and I added grout in the space between the sub-floor and the rail so that the entire rail was well-supported on the sub-

floor.

Then Hillside Concrete came back to pour a concrete floor in Stall One on top of the sub-floor, encasing the rails so that the floor is flush with the rails.

After another visit from Hillman's crew, Hillside poured another reinforced pad in the Stall Two area.



May 2024 - Stall One done, Stall Two being prepared

This part of the Car Barn is going to have a recessed area in the floor instead of a track like the other parts. The recess will allow us to install lifts to make car maintenance and restoration easier. They came back for the final pour, and we have a complete floor!

Meanwhile, Hartnett Plumbing installed floor drains. Hillman's crew also brought in a connection from the water main that we put in a few years ago, so that in the future we can have sprinklers in the Car Barn. Beckwith Electric is putting in lights, security and outlets as of this writing.

A little more siding and trim and we will have a completed 40'x103' four-car Car Barn! You can see more pictures and details at www.sftm.org or come visit and see for yourself.

The concrete work and track structure was more expensive than anticipated, so we eagerly await your contribution to the Car Barn Fund. You can mail a check (see page 2) or go to our web-page at www.sftm.org/donate.shtml.

ANNUAL MEETING AND ELECTION

At our 2024 Annual Meeting Sam was elected as President and Nash as Vice President. Dominic has stepped down from the board, we thank him for his contributions.

FROM THE RESTORATION DEPARTMENT

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

MBTA 3283 - THE LINE CAR

Sarah, Martin, Nash, Josh and Sam have nearly finished the removal, cataloging and storage of all the wooden parts of the Line Car. We have determined that all the wood needs to be removed so that we can safely weld some replacement pieces into the metal under-frame. The final third of the car body has been taken down, and much of the frame and wooden body structure has been found to be sound and reusable.

Nash has been removing electrical components for overhaul and has been overhauling a controller.

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"

The "Berkshire Hills" Parlor Trolley's "trucks" (wheel sets) have been completely disassembled. Most of the smaller (i.e. less than 100 pounds) parts were media blasted and primed as a gift by Orchard Equipment Supply (OESCO) in Conway.

Truck reassembly has started and we hope to have the trucks ready in late spring to move the "Berkshire Hills" back from Maine this summer.

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.

There is a lot of basic manual labor needed to finish these trucks. If you want to help out by scraping, cleaning, needle scaling or painting, please email Josh at josh@sftm.org or call (413) 682 4591.

See <https://www.sftm.org/donations.shtml> for donation details, and read more 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 or call (413) 682 4591.

by Josh Redenz

TRACKWORK

Northern Rail Systems came in April to replace 27 switch timbers, the long wooden ties that hold a switch together. This project was funded in part by a grant from the Massachusetts Cultural Council's Destination Development Grant. We plan for Northern to come back in June to do thirty more cross ties, giving us a smoother ride for our guests and for our 127-year-old trolley car.

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.

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

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

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If you get the eTransfer, please check the email that was sent with this issue to see your Membership status.

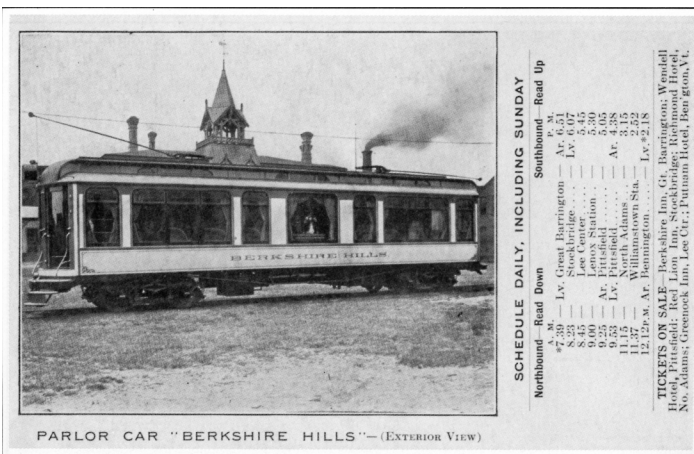
Dues from our Members is very important to our financial well-being. We also depend on donations above your dues amount to fund our ongoing Projects, like the "Berkshire Hills" and the Line Car. Please consider a generous additional donation with your Membership.

HISTORY CORNER

MORE ON THE "BERKSHIRE HILLS"

In the last Transfer we learned that the "Berkshire Hills" had been a diner in Pittsfield for many years. A bit more research has turned up more information about this part of the "Berkshire Hills" life.

But first, an aside. Here are some similarities between SF&C No. 10 ("The Little Yellow Trolley Car") and the "Berkshire Hills". Both are wooden cars built by Wason Mfg in Springfield. Both are the only cars to survive from their respective trolley lines, all the other cars were burned. Both had second lives as stationary structures, the "Berkshire Hills" as a diner and restaurant, No. 10 as a farm outbuilding.



Postcard of the "Berkshire Hills" and timetable. The smokestacks and cupola are not part of the car. R.D. Applegate postcard, Larry Cultrera collection

From Jim Shulman's article in the Berkshire Eagle Jan 24, 2020 we learn that the "Berkshire Hills" was sold in about 1932 to Snowden Almstead, a Pittsfield Mass. grocer.



Postcard of the "Berkshire Hills" as a diner. R.D. Applegate postcard, Larry Cultrera collection

Almstead had the car towed out to West Housatonic Street in Pittsfield for use as a diner. It op-

erated as the "Berkshire Hills Diner" for 27 years, and then for a few years was "Bert and Snook's".

Meanwhile, next door, Edwin Johnson had built a motel called the "Holly K". In 1959 he bought the "Berkshire Hills Diner" and added onto it, pretty much covering it up. In the process some of the car's siding was removed and walls opened up for more room. The new restaurant was popular for parties and dancing.

From 1969 to 1972 it was operated as "Perry's Restaurant". It then changed hands to become the "Coachlite" under various owners until about 1987 when it was a pet shop for two years, and then again as a restaurant. After a few years dormant it was acquired in 1993 for Fontaine Auction Gallery and Antique Center.

In 1994 a furnace fire burned the adjoining building, doing some damage to the "Berkshire Hills". Smoke, soot and some charring marred the elegant interior woodwork. The arched ceiling was damaged by the fire department's effort to ventilate the fire.

In 1995 the "Berkshire Hills", with smoke damaged interior, holes in the roof and most of the doors and windows missing, was trucked to Seashore Trolley Museum, where it was tarped and protected from further damage.

We look forward to the return of the "Berkshire Hills" this summer. It will be a long process to restore her to her original elegance, but that is our intention.

BUCKLAND PARKING IMPROVEMENTS

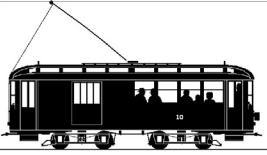
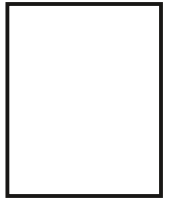
Buckland (the town we are located in) is making major improvements to the parking lot at the Salmon Falls (west) end of our line, and to Depot Street.

The gravel part of the parking lot is getting paved and the paved part is getting repaved, with curbs and sidewalks to make a larger parking area. Some measure of storm-water control has also been added to control the amount of run-off onto our adjacent land.

Depot Street (our entrance road) will be one-way, uphill, with a sidewalk and improved parking. This means that when you arrive you will travel the same route as before, but when you leave, you will need to exit via the Salmon Falls parking lot.

We hope this will be an overall improvement to the appearance of what was once the site of the Shelburne Falls Union station.

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



413/625-9443 www.sftm.org



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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. Current SFTM members get a discount at participating museums.

See what museums are participating at
<http://www.trolleywayfinder.org/>. Bring your membership card or acknowledgement letter.

BRIDGE OF FLOWERS REOPENS

Last fall, the Bridge of Flowers was closed for a major overhaul. The concrete trolley bridge that crosses the Deerfield River in Shelburne Falls, built by the Shelburne Falls and Colrain Street Railway in 1908, is in need of structural repair. Most of the flowers were removed in preparation for the work. But the one bid for the work was much higher than what the bridge owners (SF Water District) anticipated. So they are reopening the bridge while they raise more funds. Visitors are advised that the flowers will not be as beautiful as usual since SFWD needs the bridge to be "shovel ready", so they can start work once they can match the funds to the cost.

TROLLEYFEST 2024

Save the date! Trolleyfest this year will be on September 28. But don't wait until then to come ride No. 10 and the pump car, and to see the new Car Barn extension and other ongoing improvements.

THANKS FOR THE HELP!

Thank you to Marie and Josh 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 editor@sftm.org