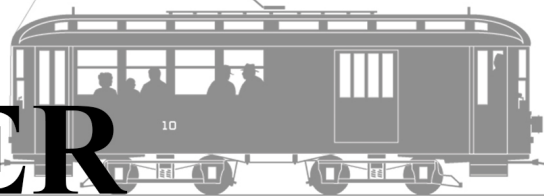

Shall we ride No.10 again next week?

Yes! It sure beats riding in our buggy!



TRANSFER



VOL. 34 - NO. 4 SHELburnE FALLS TROLLEY MUSEUM NEWSLETTER
WINTER 2025

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

HELP US MATCH OUR LINE CAR FUND GRANT



RailPictures.Net - Image Copyright Tom Nelligan

This is how MBTA Line Car 3283 looked in 1969. Your donation will help get this unique car back into operation. See inside for an update on our restoration progress so far. Photo by Tom Nelligan.

LINE CAR FUND MATCHING

See the odd covered platform on the roof of the Line Car? That is a motorized platform to raise and lower workers to repair the overhead wire for the trolley. Just like the linemen being raised on the MBTA we need to raise some money to repair the Line Car.

In June we were awarded a \$33,000 matching grant for the Line Car Restoration project. To be able to access that money we need to raise the same amount. We are well on our way, but we could use your help.

(cont on page 3)

DIRECTORS AND OFFICERS - 2025

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
Ryan Strong - Rico Gomes

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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

PLEASE SIGN UP FOR E-TRANSFER

The TRANSFER is available online as a full color pdf file. If you 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 "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.

VOLUNTEERING - HOW TO DO IT

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

OPERATING SCHEDULE

We are CLOSED until Memorial Day weekend 2026. See you then!

PROJECT TEAM

If you would like to join a hearty band of volunteers working on projects like restoration, track, maintenance etc., send me an email at sam@sftm.org. We meet once or twice a week. We can use all skill levels and will work with you to gain new skills if you wish.

MEMBERSHIP REPORT

At this writing, SFTM has 142 current Memberships, including 21 Life Members. If your printed TRANSFER does not have '2026' 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 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!

Floodwater Brewing	Baker Pharmacy
Salmon Falls Gallery	Walter's Propane
Mo's Fudge Factor	Davenport's Service Sta.
Buckland Pizza House	RR Uniforms of NE
Blue Rock Restaurant	Keystone Market
Hotfire Bar and Grill	Blooming Inn
Mirick Insurance	West End Pub

NEW MEMBERS

Robert and Louise Egan	Jeff Gang Family
Allison Tanguay	Jim Bechtel
Zoe Blacksin	Amy & Francis Dunham
Chris & Susan Dunham	Corey Knight
Mathew & Rebecca Moretti	Robert Lau
George Peacock	RR Uniforms of NE
Mahesh Ravela	Maya Nigrosh
Jeffrey Kemp	Richard Thompson



join.shtml



donate.shtml



Jay helps a family learn about toys and tools and games from the 1920's and earlier at Trolleyfest

LINE CAR MATCHING FUND - CONT.

The past and present members of the Board of Directors as individuals have donated or pledged \$10,700. Amherst Railway Society granted us \$1500. From other members and visitors and supporters we have raised \$340. This is on top of the \$10,000 that we raised and spent before we got the grant, which doesn't count toward the match.

So we have about \$20,000 more to raise for our match. We are applying to foundations and organizations, but it always helps our grant applications when we can show financial support from our members. Each dollar you donate is worth at least two dollars to us!

Your gift today will help us reach that goal and bring the Line Car back to life. Once restored, it will be a fully operational educational exhibit - a fascinating and practical tool for our volunteers, and an exciting part of every visitor's experience.

Help us rise to this challenge and double your impact by donating today. Together, we can put the Line Car back on the rails and under the wire! Please go to <https://www.sftm.org/linecar.shtml> to help us out with a generous donation.

LINE CAR 3283 BACKGROUND

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. Inside the car, instead of seats for passengers, there is storage and workbenches for assembling and repairing arms, insulators, clamps and other overhead line components.

No. 3283 is a wooden-bodied Line Car built in 1950 for the Metropolitan Transit Authority (MTA), predecessor of the Massachusetts Bay Transit Authority (MBTA, 1964) and has a rich history during its decades of service.

The car was instrumental in constructing the Blue Line extensions to Orient Heights and Wonderland in 1952-4 and was later used in the construction of the Riverside Line in 1957-59.

Ten years later, on October 16, 1969, No. 3283 started a routine late night wire maintenance trip on the Highland Branch. At 3:38AM, No. 3283 and Motor Flat 2026 met head-on under the Washington

Street Bridge near Brookline Village. The load of rails No. 2026 was carrying slid off the flat and nearly halfway through No. 3283, while the large reel of trolley wire moored in the center of No. 3283 broke loose and rolled forward. No. 2026 lost its leading cab with No. 3283 receiving major damage all the way back to the center door. No. 2026 and No. 3283 were so tightly jammed together they could not be separated at the scene. One crew member was killed and sixteen others injured. The cause of the accident was found to be sloppy dispatching and alcohol use by both crews.

No. 3283 was rushed to the Everett Shop and returned to service in December 1970. No. 3283 continued its routine career until March 1992, when it received damage to the fuse panel area from a minor fire. Sent to the Watertown Carhouse Shop for moderate repairs, an inspection revealed major rot on the roof, deteriorated wiring and a non-functioning line tower. No. 3283 received a complete overhaul and returned to line department service on April 9, 1993.

By early 2005 it was decided the car needed another major overhaul, and it was taken out of service early that year. In September 2007 No. 3283 was moved to Maine to join Seashore Trolley Museum's non-accessioned collection. 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. In 2023 Seashore donated No. 3283 to us for our restoration and use.

Car 3283 is the youngest U.S.-built wooden trolley still in existence. It is a copy of a pre-existing car, Line Car 3279. The MTA ordered the body of No. 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. The body was made out of wood since wood is an excellent insulator - an important trait for a car designed to work on live overhead wire. The body rests on a steel under-frame made from retired passenger trolleys.

Boston trolley historian Kevin Farrell tells us: *From 1950 to 1958, Line Car 3283 would travel all over the existing street railway system in Boston. I recall seeing it at the Mattapan Yard in 1953, when they were doing some wire work on the Mattapan-Ashmont line. After 1958, when the trolley system had been greatly reduced, Line Car 3283 was usually kept at a storage track, in front of the 1894 era Reservoir Carhouse in Brookline to be ready for service on what*

became the Green Lines, including the trolley subways and the Highland Branch to Riverside.

Mondays through Thursdays, Line Car 3283 would usually head inbound to Boston about 1:00AM, after the last regular service trolley had departed. The crew would stop at Coolidge Corner, (Beacon and Harvard Streets, Brookline) and the crew would go into a late-night cafeteria for a quick breakfast. The car would sit there, amid street lights and the 1912 era trolley stations on Beacon Street.

The car would then head inbound into the subway for the assigned overhead wire work to do that night.

From 1950 to about 1966, the car was painted all orange with a gray roof. After 1966, the car was painted dark gray. After the rebuilding in the 1970 it was painted yellow to match other work equipment.



The rotted steel frame members have been replaced and priming and painting have begun.



Ellie had a display of old toy trains at Trolleyfest

PRESIDENT'S REPORT

[I have my Editor's hat on now.] This is an unprecedented fourth issue of the Transfer. Due to activi-

ties during the summer I decided to put out two issues in the summer instead of the usual single issue. There is much to report on since then.

[Back to my President's hat.]

Ridership for 2025 started off a little lackluster, due to a series of wet weekends and the Bridge of Flowers being closed. But we have recovered pretty dramatically from that slow start, and ended the season with over 3400 riders of all ages. Ticket revenue topped \$12,000, the most we've ever made.

Our volunteer crew showed up to make sure we could run the trolley and pump car every day that we were scheduled to be open. But we can always use more help, maybe you'll join us in 2026?

We are on solid ground financially. Our operating income from tickets, gift shop sales, memberships and general donations has covered our day-to-day operating expenses and given us some "excess revenue" to put into our restoration projects and capital improvements. But it takes more than our excess revenue to fund something like the Line Car Restoration. For that to succeed we need your additional donations.

We do not send special fundraising mailings or conduct formal fund drives, but we rely on member support to sustain our operations and to move our special projects along. The Transfer is the only place where we ask members to consider a contribution.

Our all-volunteer Restoration Crew is making steady progress on the MBTA Line Car restoration project and we need to purchase lumber for the Line Car frame rebuild.

Your gift will make an immediate impact. While our crew will continue to make progress as funding allows, knowing that members stand behind them provides a meaningful boost to their morale. Please take a moment to visit the project pages on our website, and make your donation today at:

www.sftm.org/donations.shtml

Together, we can keep these vital restoration efforts moving forward.

Our Annual Meeting and Elections are in February, see the enclosed ballot or go to: www.sftm.org/ballot.pdf.

Please remember to renew your Membership!

Thank you for your ongoing support!

SAM BARTLETT - PRESIDENT/EDITOR

TROLLEYFEST WAS A BIG SUCCESS!



Trolleyfest 2025 - Rides, music, displays, activities, food, more!

We had great weather and a great turnout for Trolleyfest 2025. We had special displays and activities related to railroad and local history. Somewhat new for this year was caboose rides, powered by our trackmobile. Many families stayed for hours to enjoy all the special rides, food, music and activities. Thanks to all the volunteers who helped, especially Marie and Karen for organizing this multi-faceted event.

MOONLIGHT MAGIC ALSO BIG SUCCESS!



Our volunteers, once again, did a nice job of decorating the caboose and trolley for Moonlight Magic

Shelburne Falls was bustling, all lit up and snowy for Moonlight Magic, the evening after Thanksgiving. We moved a near record number of passengers on our brightly illuminated trolley and hosted visitors in the caboose at Salmon Falls for refreshments, ornament making and warmth by the caboose stove. Thanks to all the volunteers who worked in the snow and cold to make this another safe and successful event.

ALFRED BARTEN 1939-2025

Al Barten was one of the founders of SFTM and the first editor of the Transfer. You might not have ever met him but you know his artwork, which adorns our tee-shirts, porch, hats, mugs and Transfer (see the masthead). He also created a webpage for local trolley history, which we saved at sftm.org/history.shtml.

Here is a remembrance by founder Tony Jewell:

If you ever had a project that you were attempting to start but really didn't have a clue how you were going to pull it off, usually you would need the help and advice of somebody who did know a lot about it. The start up of the Shelburne Falls Trolley Museum would need an expert if it was going to be successful.

In the spring of 1991, I had spotted the hulk of Shelburne Falls and Colrain Street Railway No. 10 on my way to the town dump. I had talked with the owner, Marshall Johnson, who said with a few caveats that he would like to see the car restored. I spoke to somebody I knew at the local paper and asked if they could throw a brief blurb in their paper saying what I was thinking about doing and wondered if there were any like-minded people out there who would be interested in working on a project like that. Over the course of four days after the article with a picture of No. 10 appeared, only three people responded. Al Barten was one of the three.

Al was the perfect person to help make the dream fly. He was a real professional. An excellent writer, Al started up the SFTM newsletter Transfer which fed fan info to the members as well as local folks with curiosity about our state of affairs.

Al was also a terrific graphic artist and produced logo images of No. 10 for the Transfer, tee-shirts, pins, coffee cups, postcards and a variety of brochures.

Al knew numerous people in the trolley/rail world, one being Kinsley Goodrich who had been rebuilding wooden trolley cars for over thirty years. Al invited Kinsley to come over and analyze the prospects for

SF&C No. 10 to be restored to a decent static display.

After 20 minutes or so of up and down observation, Kinsley declared that the No. 10 car body was definitely restorable for a stationary car. He came up with some elementary figures for us to restore to a condition that would allow visitors inside the car when it was displayed next to the Bridge of Flowers [ed. the original plan for SFTM]. During the actual restoration, Kinsley was instrumental in assuring quality finishing of the car.

Al was also a terrific photographer, and produced many photos in various sizes and format as needed for the project before, during and after completion, all of which helped to keep the public and state and local officials in the know about our project progress.

Last but not least, Al introduced the SFTM to the wonders of the Amherst Railway Society Railroad Hobby Show. The ARS is a very much appreciated contributor of funds over the years to the SFTM.

In summation, Al Barten was the real trolley project deal. Without him, we might never have succeeded.

Sadly, Al passed on November 17th of this year.

FROM THE RESTORATION DEPARTMENT

MBTA 3283 - THE LINE CAR



The rotted parts of the underframe have been completely replaced and partly primed

Josh, Phil, Nash, Martin, Larry, Dick and Tom have been focused on the Line Car. They have completed the repairs on the steel under-frame. As temperatures permit they are continuing to prime and paint the new steel and clean, prime and paint the steel that was able to be kept. We have ordered timbers for repairing and rebuilding the wood frame for the body of the car. The crew has also removed and cleaned the

brake rigging and started painting these parts.

We have jacked up the frame and moved one truck out from under so that we can inspect the motors better and to allow easier access for re-installing the brake rigging.



One truck has been rolled out for better access

Nash has overhauled both controllers.

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 www.sftm.org/donations.shtml for donation details, or read about our Line Car at www.sftm.org/linecar.shtml.

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.

2026 MEMBERSHIP RENEWALS ARE DUE!

2026 Memberships are now due! If your printed TRANSFER does not have '2026' or '2100' on the address label, we hope you will renew your membership now. See the attached Membership Form for more information on Member levels and benefits.

Or, renew online at www.sftm.org/join.shtml

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

Your membership dues are very important to our financial well-being, any time of year. 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.

FREIGHT YARD UPDATE

When we first occupied the Buckland Freight Yard in 1996, we were renting the space that is now our Visitors Center, the tiny restroom had holes in the floor, the tracks were barely usable, there was no overhead wire and the yard was mowed once a year with a sickle-bar mower. The warehouse and Freight House were shabby and worn.

Now we own the yard and buildings, have no mortgage or debt and get revenue from renting out the extra space. We have two nice accessible restrooms, a rebuilt porch, a 40'x100' Car Barn, functional tracks, overhead trolley wire, attractively maintained grounds, wheelchair access to the Visitors Center and trolley ride, updated water service, new Visitors Center roof and a renovated space to rent to the Art Garden. The 1867 Freight House has been restored to its appearance in the days when steam-powered freight and passenger trains roared through Buckland.

The Art Garden is now planning to upgrade the unfinished warehouse space that they rent along with the finished space. They plan to insulate, add solar panels to the roof and refurbish the interior to make it a welcoming space for artists to work, collaborate, educate, create and perform.

The work to make our yard a safe and attractive place continues. Recently, with help from a member's \$2500 donation, our volunteers replaced a water-damaged section of the wall of the Visitors Center adjacent to the access ramp. While we were there we repaired and repainted the railing on the wall side.



Dick uses the Drott crane to make painting both sides of the ramp railing easier. We had to remove the railing in order to access the wall.



The Drott crane has been very useful. Here it easily replaces the ramp railing after Dick painted it.

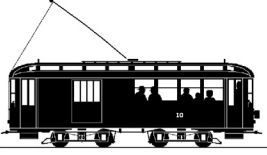


Dick paints the trim on the newly-rebuilt wall. The two old windows were replaced with one insulated window.

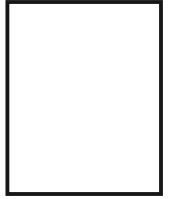


Compare this view with the last Transfer's picture of the old wall with peeling "brick" shingles.

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



413/625-9443 www.sftm.org



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www.sftm.org/join.shtml.

Please consider getting your Transfer online, see Page 2 for eTRANSFER details.
You can visit our FaceBook page at
www.facebook.com/ShelburneFallsTrolleyMuseum/

SPECIAL EVENTS COMING!

The Big Railroad Hobby Show at Eastern States Expo is Jan. 24&25. The show covers model railroads, railroad art and photography, railroad history and preservation, tourist railroads, railroad artifacts, and railroad books and videos.

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 www.trolleywayfinder.org/. Bring your membership acknowledgment letter or membership card.

TRANSFER INDEX AVAILABLE

Nina has create an index of Transfer articles. We are missing Vol 9-14, anyone have copies of them?

You can download the index from www.sftm.org/transfer/transferindex.xls to make it easier to find old "news" about our museum, and local railroad history. We have been publishing Transfer newsletters for thirty-four years!

THANKS FOR THE HELP!

Thank you to Marie, Tony and ChatGPT 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: www.sftm.org/transfer/full/

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.

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



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