



# TRANSFER

VOL. 19 - NO. 3 SHELburnE FALLS Trolley Museum Newsletter

FALL 2010

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

## PRESIDENT'S REPORT

The Shelburne Falls Trolley Museum has completed our eleventh operating season, and we will be celebrating our 20<sup>th</sup> year of preserving local railroad and trolley history next year. Our final ridership numbers were encouraging, showing that we continue to thrive, bringing in new guests and loyal returning guests.

Ridership in 2010 was 3160, about the same as last year, but down 14% from our best year, 2007. Ticket Revenue was an all-time record (we had a fare increase in 2008) of \$6790.50. The final numbers aren't in for TrolleyStop revenue but it is probably down a bit due to our blacksmith being unable to create the very popular railroad-themed ironwork that we sell. All our rental spaces are filled at the moment so we are on solid financial footing. Of course we can always use your donations to our Car barn Fund.

All of this happens due to an enormous contribution of volunteer time. Alden tells us he, Rowan and Richard worked over 24 'tricks' as trolley crew this season. Of course Polly and Dave probably cleared 100 between them this season, although Dave has some new help and has gotten some time off thanks to Marge, Reba-Jean and especially, April. We'll be looking for more help in the spring!

Meanwhile, we'll be getting ready to change out the motors on No. 10, building the new car barn track (the house track is partly ripped up and the pump car 'shanty' has moved west), looking for more car barn funds, figuring out what to do with the little wooden coal building (it is in the way of the new car barn), getting ready for the Big E Railroad Hobby Show ( West Springfield, MA January 29-30, 2011) and preparing for a new season and our twentieth year.

*Sam*

## CARBARN CAPERS

After much fiddling, tweaking, re-tweaking of original concepts, we have arrived at a suitably-sized car barn plan: big enough to serve SFTM's needs for the foreseeable future, and small enough to fit inside a restrictive budget.

Plans prepared by a local architect may be seen on Page 5 of this issue, and a site map by our staff appears on Page 4 Envisioned is a building 40 feet wide by 50 feet long, sited on the grounds such that there is room for a future extension. The building will have

two bays, allowing one track for basic car storage, and the other for car maintenance, repair, and restoration.

Considerable research has gone into meeting the restraints of zoning, building, and plumbing codes and regulations. Plans have been run by the appropriate czars in these areas for guidance, and adjusted accordingly when hoop-jumping was required. Consideration of fire-resistance and cost dictate that an all-steel building, while esthetically not a first choice, might give the biggest bang for the buck, and preliminary estimates are being gathered. The architect drawings are based on the steel scheme.

Now comes the hard part. While the car barn fund has reached nearly \$12,000, some of that will be eaten up by the architect's work and various permitting fees. The rest wouldn't put up much more than a very elegant tool shed.

SFTM is determined that this barn will be built, so that No. 10 can be better protected from fire risk, and so that a future acquisition can also be housed. It should be noted here that the body of the Fitchburg & Leominster Wason car No. 60, currently located in Ashburnham, is SFTM's for the taking, and transportation has been located, but there is no point in bringing it to Shelburne Falls until suitable shelter for it is available.

Note further that SFTM is not off on a major acquisition bender. That has been the downfall of some other rail museums. But at some point SFTM needs to have a backup unit for No. 10, and must to have secure housing available.

Phase Two of the Car barn Plan is to get past all permitting hurdles and be at a point where we can get cost estimates. This Phase is nearly complete. Phase Three is to start trackwork (some work on this has started already) and site preparation. We will continue to apply for grants to fund this project, to date we have gotten grants from Amherst Railway Society (two) and The Community Foundation for Western Massachusetts.

Our membership has been a critical source of funding for SFTM's needs. Over the years, our members have been very generous. If you are in a position to give the Car barn Fund a boost at this time, you will see your contributions morphing into concrete and steel.



**You can find an enlargeable version of the car barn plan at our website: [sftm.org](http://sftm.org).**