

SHALL WE RIDE NO. 10 AGAIN NEXT
WEEK?
YES, DAD. IT BEATS RIDING IN OUR
BUGGY!



TRANSFER



VOL. 20 - NO. 3 SHELburnE FALLS TROLLEY MUSEUM NEWSLETTER

FALL 2011

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



In Memory
Grace C. Johnson
August 31, 1919 – August 20, 2011

Recently we lost one of the Trolley Museum's greatest fans. Her connection to No. 10 began when she married Marshall Johnson and came to live at the farm in East Charlemont, where the trolley rested in the yard after being towed there when the line was closed down. Yes, even one year she kept chickens in it but it was just too warm for chickens! According to our grandmother, it took an emergency dose of whiskey or brandy to revive them. The trolley "coop" idea was no more.

When the Shelburne Falls Trolley Museum was formed, she was able to witness not just the restoration but transformation of the trolley to its operational state and years of operation as the trolley museum. For many years she would bring Marshall up so he could

ride the trolley in the afternoon and then later on she continued coming up and visiting her son, granddaughter, and son-in-law who volunteered there on the weekends. While visiting, she enjoyed sharing stories she had that related to the trolley. On some of her favorite visits, she delighted in singing on the porch with guests and volunteers.

Even though there were many changes in the last few years and months of Grace's life, one thing that did not change was her love of music, history, and most of all friends. She may not have known each volunteer by name but she loved you all – because of your love for the trolley and your devotion to keeping a bit of history alive.

Betsy Wholey Osell and Martha Wholey

Fall 2011 President's Report

A maintenance of way gang under the direction of Joe Albano and Tony Jewell has been working on improvements to Switch 1. You might have noticed that your motorman reduces speed while going through both switches. Switch 1 (closest to carbarn) had a point that didn't mate too well with the stockrail, and a frog that is out of alignment, and a bunch of bad ties and an unsecurable switchstand. Joe and gang replaced some ties, including the timbers for the switchstand (the 'headblocks'), the diverging stock rail and the switchstand. This pretty much used all of SFTM's tools (including the seldom used rail drill and rail saw) as well as Joe's backhoe. There is still some work to do, and we hope to do some lifting and leveling in the spring, but progress has been made. Thanks to Joe, Dakota, Tony, Larry, Eric, Dick, John and Dave G.

We also used a new supply of track bolts to replace and tighten loose bolts on our main track joints. We used both the manual rail drill and the gas-powered one, and decided that the manual one was easier to align and not that hard to operate, if you had the right crew. Thanks to Dick, Jordan, Dave G and John.

Dave D. has been working on adding the roof walks and repairing the steps on cabooses CV4015. You might think "Why bother with roof walks?" but on a caboose you can see them from the cupola, and they definitely add to the overall look of a caboose.

Dick and I did a bit more work on the freight house, replacing slates and extending the trim repairs.

I loaded a 30-yard dumpster with debris from inside and outside, and hauled off some old tires, every year the place looks a bit better!

Ridership for 2011 looked to be right on track to match last year,

(Cont'd on Page 5)

DIRECTORS AND OFFICERS - 2011

Officers:

President - Robert (Sam) Bartlett
Vice President - David Dye
Clerk - David Bartlett
Treasurer - Betsy Wholey Osell
Chair of Board - David Dye
Vice Chair – Alden Dreyer
Assistant Clerk – Reba-Jean Shaw-Pichette
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Gerald Besser
David Goff
Anthony Jewell
William Kaiser
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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. Spring, Summer, and Fall issues are planned for each year. Comments, contributions, and letters to the editor are welcomed.

David C. Bartlett - Editor
dbartlet@crocker.com

GUEST BENEFITS FOR MEMBERS

Individual and Junior levels (IN) (\$15) and (JR) (\$10) - card is valid only for named member. No additional guests.

Family (FA) level (\$25) is as follows: your card covers rides for up to two adults and all related children under age 18. There are no additional guest privileges for the Family membership.

Beginning at the **Friend** (FR) level, additional guests may accompany you whenever you ride the trolley:

Friend (\$35) - 2 guests, plus Family privileges.

Contributing (CO) (\$60) - 4 guests, plus Family privileges..

Patron (PA,BP,SP,GPLM,HL) (\$100 and higher) No set limit to number of guests you may bring when you visit SFTM.

MEMBERSHIP REPORT

At this writing, SFTM has 139 current active memberships.

WELCOME MORE NEW MEMBERS

These folks have joined SFTM since the last TRANSFER was sent out:

Ray and Cynthia Kimmel – Leverett MA
James Howland – Burlington CT.

THE CARBARN FUND

There were 29 generous donations to the Fund in memory of Grace Johnson.

SIGNING UP FOR eTRANSFER

As a convenience to our members, and as an attempt to control costs, TRANSFER is available on line as a pdf file. This will give you the option of filing your copies of TRANSFER on your computer, in case you want to refer back to them at some later time. What's more, eTRANSFER 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: dbartlet@crocker.com
- In the Subject line, please enter **eTFR**.
- In the body of your message, please enter **your name** - that's all.

Your address will be entered on a mailing list, and the future issues will come to you by internet instead of by snail mail, thereby saving printing and mailing costs.

Please note – if you are an eTFR subscriber, and subsequently **change** your email address, please be sure that you let us know.

VOLUNTEERING - HOW TO DO IT

Simply contact the Museum (see Contact US on this page). Indicate what your interests are - operating, painting, building stuff, selling, or what. We will get back to you and get you plugged in. We need you!

AMHERST RAILWAY SOCIETY TRAIN SHOW AT THE BIG E IN WEST SPRINGFIELD MA.

JANUARY 28 AND 29 2012.

Come see SFTM at our usual location in the Better Living Center.

A TRIP TO REMEMBER

September 24, 2011 was the big day for SFTM at the Pioneer Valley Railroad in Westfield, MA. SFTM member Shirley Pelletier arranged with PVRR to donate at no cost to SFTM, a special train and an expanded crew, as a major fundraising event for SFTM.

PVRR provided a locomotive, PVRR's private lounge car, and a caboose, and operated it from Westfield to Holyoke and return. SFTM was able to sell out the trip at 51 tickets for \$50 each, and SFTM President Sam Bartlett auctioned off two cab rides for a tidy sum as well.

At the start of the trip, PVRR's conductor Mike Rennike (whose day job is PVRR Vice President and General Manager) gave a glowing report on PVRR's facilities improvements and growing customer base since the line was acquired from Conrail, and along the way he alerted all to points of interest in a most entertaining way. At Holyoke there was time for a leg-stretch and for the serious railfans to take lots of pictures of the train. On the way back to Westfield, there was a round of home-made desserts for the taking. There were no detectable signs of starvation at any time among the riders, and it was generally agreed that a wonderful trip was over so soon. By the end, every indication showed that a great time was truly had by all.



The train awaits riders in the Westfield yard of the Pioneer Valley Railroad.



Eager diners enjoy the treats while Conductor Mike Rennike regales passengers with tales of the rails.

Photos: DCB



Shirley Pelletier's first-round offering of hors d'oeuvres overwhelms Polly Bartlett with delight.



Riders take a break in Holyoke, the turnaround point of the trip.

Photo: Marie Bartlett

SFTM provided an elegant catered repast of hot and cold hors d'oeuvres, desserts, and champagne for the delighted passengers, served by the Pichette and Pelletier families as the train rolled at a very leisurely pace through fields and forests, back yards, and hamlets. Pausing for a while by Ashley Lake, with a view of Mount Tom in the distance, made stuffing one's face a bit easier.

It was very encouraging for SFTM to note that riders came from points as far away as Virginia, New Jersey, and New York, and as near as West Springfield. Some were SFTM members, but the majority simply learned from news releases of this rare and interesting-sounding trip, then signed up and showed up. SFTM regrettably had to turn down other prospective riders who applied after the train was sold out. Let's hope that someday there will be a next time. It doesn't get any better than this!

SFTM GETS LUCKY – AGAIN

For several years SFTM has sought turnouts for the new car barn track and for the future loop. Track design work had been done already, based on using #4 turnouts. These are short, with sharper curvature, too sharp for present railroad cars but just fine for trolleys. All our present rail is what is known as 85# size – not especially available these days, but again just fine for SFTM's needs. Needless to say, our search for the desired turnouts was difficult, and very pricy when something was available. Then add in the cost of switch timbers in addition to the trackwork, and add postage and handling to all that – a real budget-buster.

Then along came Tony. Tony Jewell, founder of SFTM came back on SFTM's Board after a decade of catching his breath after saving and restoring Car No. 10. Tony has connections.

Aware of our need for track material at Walmart or less prices, Tony connected. Big time.

It seems that a transit company in a certain city was rebuilding a major storage yard, and pulling out old track and turnouts and putting in new in order to improve the layout of the facility. Tony plugged into his connections and found that some of this might just be available to a certain streetcar museum, rather than being scrapped. And what's more, it was all that same 85# rail that said museum already used. All SFTM had to do was go get it at the right time.



To see how it would all go together, and to get finish dimensions, Sam Bartlett, a boom truck, a front-loader, and a helper, laid out on the ground all the components for one turnout. Like building a model railroad, only a whole lot heavier!

Standing in the gauge is Tony Jewell. At left is Sam, resting from his labors.

Photo - DCB

Nothing is ever as simple as it sounds. Tony had to round up large trucks and a crane, then have them all available on the certain days that the benefactor was removing the items, so that everything could be trucked off the property then and there. The Board had to swallow hard to allocate the “postage” for the project (approximately \$6000 to date), but it was decided that we had a deal here anyway.

On several days the planets did line up, and soon there was a large pile of ties, another of switch timbers, and two turnout “kits”, at SFTM, with every rail and every plate coded so that one could assemble it all “by the numbers”. And two more turnouts have been promised in the future, which would give SFTM all it needs for both the car barn and the loop project.

Oh yes – I almost forgot to mention: those turnouts, while of the desired rail size, were somewhat longer #5's, rather than the #4's which SFTM had incorporated in its previous engineering design work. That necessitated that not only the locations in track of the turnouts had to be recalculated, but the new car barn itself would have to be moved farther back as well. Which brought up the next issue: would it all fit on our property, or want to end in the middle of Elm Street?

SFTM member Ken Black to the rescue. He and SFTM's Chief Engineer went to work crunching numbers and feeding them to Ken's Autocad app. Result – a tight fit, but a workable one.

Now when Spring comes, SFTM's track gang will have plenty to work with. And even more, if Tony's luck holds in getting the rest of the turnouts landed in Shelburne Falls.

WHAT WILL THEY THINK OF NEXT?

The following tidbit was dredged from a copy of [Street Railway Review](#), a long-defunct trade publication:

CANAL BOATS BY TROLLEY IN FRANCE.

On the canal between the Seine and the Saone, there is reported an interesting application of electric power to the propulsion of canal boats. It occurred to M. Galliot, an engineer at Dijon, to utilize the water power of the fall of water at the lock sluices to drive turbines and dynamos for this purpose. This scheme is said now to be actually realized, and an efficiency of thirty per cent between the turbines and the canal boats is said to be attained. The turbines are placed on the falls with their spindles vertical, and are each capable of developing from fifteen to twenty horsepower. The vertical shaft of the turbine is geared by bevel wheels into the horizontal shaft of a dynamo. The electric power is conveyed along the canal by means of a phosphor-bronze overhead wire, 8mm. in diameter. Each motor boat is provided with a motor, which is driven by power taken from this trolley line. In addition to working the canal boats, the electric power is partly utilized to light up the interior of a length of tunnel through which the canal passes. The propulsion of the towing boat is effected, not by means of propellers on the boat itself, but by a train of gear wheels connecting the motor to a chain which extends along the bottom of the canal, and by means of which the boat drags itself along. Just how successful it is we cannot vouch, but the English Electrical Review says that it is actually the case.

MORRIS DANCERS INVADE



On October 9, the annual visit to SFTM by a large gathering of Morris Dancers pose for a photo op. SFTM's brand-new loading platform makes a fine viewing stand. The labor and the materials for this sturdy, pressure-treated replacement for its creaky, battered predecessor was generously provided by SFTM member and motoran Frank Talarczyk. Many thanks, Frank!

PRESIDENT'S REPORT – (Cont'd from Page 1.)

until Irene came for a visit. Although the tropical storm didn't do any physical harm to the museum, it did significant damage to the village and the valley. Both the 'Iron Bridge' and the Bridge of Flowers were closed for a time, and with all the regular construction and flood repairs, it was really hard to get around town. Some news reports lead folks to believe the BOF was washed away (it is still there, as beautiful as ever!). We were closed for two days due to the storm, then had greatly reduced visitation after that. Ending the season with a blizzard that killed the last weekend didn't help. Our total annual ridership was 84% of last year's numbers, and way below 2007, our best year. This affects ticket revenue, and also visitor donations and gift shop sales. Thankfully, we have you, our devoted and generous members, to keep things going!

Carbarn Fund has over \$20,250 in it. We need at least twice that (steel keeps going up) to get started. Your donation will help us to get started that much quicker. Getting turnouts for the cost of the trucking (see elsewhere) has also helped us greatly in our endeavor to build a fire-resistant barn for No 10.

We have ended the season in solid financial shape. All our tenants are up-to-date and appear to be hanging in there, despite the tough economic climate. Our guests and members have been generous (thank you!) and appreciative, and our volunteers do not seem to be too burned out.

Now the museum is all buttoned up for the winter. Signs have been changed or brought it, the yard is ready for plowing, the heat is on, the water is off. See you in the spring, or at the Amherst Railway Society's Railroad Hobby Show at the Eastern States Exposition Fairgrounds on Jan 28 & 29. *Sam*

MOONLIGHT MAGIC

There is a lot of spirit in Shelburne Falls. In spite of massive storms which tried to obliterate it, the town just bounced back. The annual Moonlight Magic event, staged by the whole village on the day after Thanksgiving, went on bigger and better than ever. Blessed by mild, dry weather (a real treat here of late), crowds came from far and near to see the lights, watch a parade, spend down their life savings at shops and restaurants, and last but not least, to ride SF&C No. 10 after dark. Three hundred and five ticketed riders queued up over about five hours to take a trip on the trolley, thereby making up for much revenues lost from the storms. Now the car is having its long winter's nap in the carbarn.

VOLUNTEER OF THE YEAR – 2011

Every year, at the end of the season, SFTM has a Volunteer Appreciation party. Our merry volunteer band works hard to make it all work, and deserves recognition. So out came pizza and more. It has been a long-running custom to try to select that volunteer whose efforts out-did all others. Seldom an easy choice to make. This year more so, as there were several volunteers whose dedication was unusually strong. It was probably no surprise, however, to anyone but the actual recipient, when this year's award went to **Piper Pichette**.

Piper came to SFTM last year and announced that she'd like to volunteer. Passenger Services is often in need of help, but the Operating Department was low on crew as well, so we asked her if she'd like to run a trolley car. Well, she took to it like a duck to water, doing a great job, and making herself available on many shifts. And after a repeat performance for the entire 2011 season, Piper was the logical choice. And wow! Was she surprised!! Where was my camera when I needed it?

Great job, Piper! Do come back next year!!

WHERE IT COMES FROM AND WHERE IT GOES

Using numbers from the most recent operating budget report, November, we see which are the largest items of income and of expenses, on an ongoing basis, at SFTM.

The biggest sources of recurring income are:

Rental revenue (storage and studio spaces) - \$13,030.

Membership - \$5,510

Ticket Sales - \$4,944

On the expense side:

Mortgage payments - \$10,000

Insurance - \$6,285

From this breakdown we can see that **Membership** makes a critical difference in keeping income ahead of expenses. SFTM would be hard-pressed to keep ahead of the tigers without your support, especially in these less than robust times.

Please continue to help SFTM become bigger and better

TRANSFER

2012 OPERATING SCHEDULE

OPERATING EVERY SATURDAY, SUNDAY, AND HOLIDAY, FROM MEMORIAL DAY WEEKEND THROUGH THE END OF OCTOBER.
HOURS OF SERVICE - 11 AM TIL 5 PM.

ADDITIONAL SUMMER SERVICE:
JULY AND AUGUST -
MONDAYS - 1 PM TIL 5 PM.

YOUR OWN SF&C CAR No. 10?



Beautifully crafted by PA Heritage Models LTD is this model of SF&C No. 10, fully operatable on 2-rail O gauge track. Both trucks powered, working interior and headlights. Poles are sprung, so car can be run under wire. The maker has just donated a copy to SFTM.

It's interesting to note the fact this is the second scale model of SF&C No. 10 to have been produced for sale. No. 10 was a one-car order, running on an obscure streetcar line, a very short streetcar line at that, in a remote part of the planet. And yet it gets all this attention. How can that be?

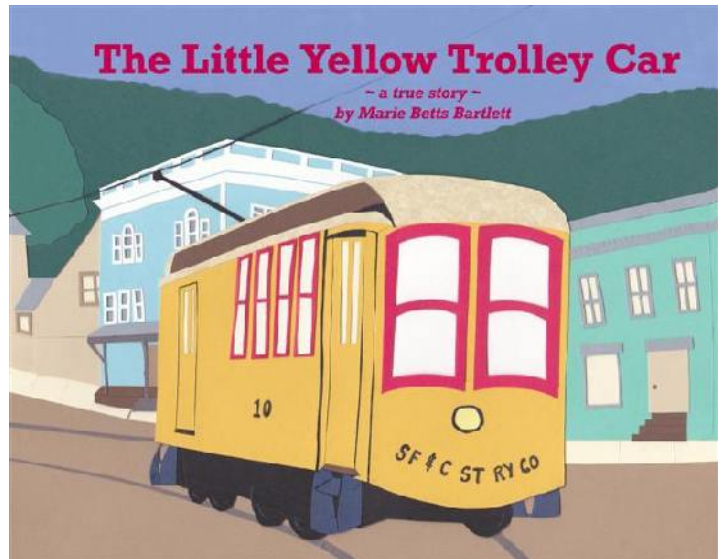
In the 1980's a firm in Asia created a highly-detailed brass HO scale model of No. 10, motorized, and selling for around \$180 at that time. Today they are hard to come by. Due to the generosity of SFTM member Carl Byron, there is one here. Brought out on

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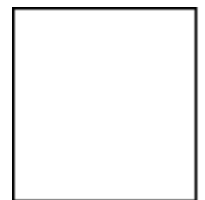
rare occasions, and under heavy guard it makes guest appearances on one our model layouts.



Still looking for holiday gifts for railfans young and old? Check out the new book about No. 10, *The Little Yellow Trolley Car*, a true story by trolley operator Marie Betts Bartlett. See sample pages and order online at www.thelittleyellowtrolley.com.

LOCAL BUSINESS SPONSORS FOR 2011

**Christopher's
Village Restaurant
Walter's Propane
West End Pub**



**RENEWAL TIME AGAIN.
CHECK THE DATE ON YOUR
ADDRESS LABEL. IF IT IS
12/31/2011, YOUR MEMBERSHIP
IS EXPIRING.**
