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VOL. 23 - NO. 2 SHELBURNE FALLS TROLLEY MUSEUM NEWSLETTER

SUMMER 2014

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

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### PRESIDENT'S REPORT

As of mid-September we have carried 2223 passengers, which is 15% better than last year, and is (due to a 2013 fare increase) record revenue to date, \$800 more than last year.

On the grants front, we got an anonymous \$4000 for Creamery demolition, as covered elsewhere. We also got a \$2000 unrestricted grant from the Caroline D. Bloomer Charitable Trust.

The Franklin County Technical School wiring students were busy at SFTM in the spring. They replaced the meager incandescent lights in the warehouse space with high-efficiency lights, much to our tenants' delight. The electrical service is now underground, thanks to instructor Todd Weed and two students who interrupted their summer vacations to finish that job. This allowed us to remove a pole that was in the way of our new Car Barn, and consolidate our meters from three to one. The new classes have returned recently to start planning for the wiring of the new Car Barn, and to upgrade the wiring in the Freight house.

Community Service workers, as well as Richard Strycharz and Wyatt Fuller, have been keeping the yard mowed and trimmed. The pump car shanty has been moved to the west end of the Middle Track and the pump car operations are now on the Middle Track. The House Track has been ripped out on the east end, the new loop track turnout (Number 5) has been installed and the new Car Barn turnout (Number 7) has had all its timbers and tie plates laid out, ready to put the rails down. Thanks to Dick Moore, Larry Krusz, Dave Goff, Jordan Helzer, Tom Eaton, Wyatt Fuller, Rowan Delabarre, David Bartlett, Tony Jewell, Joe Albano, Amber Davis, John Greene and others for their help with this huge part of the new Car Barn project.

We now have all the bracket arm parts needed to string the overhead wire on the House Track and into the Car Barn. We can start putting them up whenever we (you?) have the time.

The most exciting news is that the foundation for the new Car Barn is poured and is being backfilled as I write this. The excavation was completed in just over a day by Dick and Rob Hillman, at a discounted rate. The new pre-engineered metal

building has been delivered, and the required Oil-Water Separator comes tomorrow.

You can see pictures of the Car Barn, track work and Creamery demolition work at our FaceBook page, and at [www.sftm.org/carbarn.html](http://www.sftm.org/carbarn.html).

Looking forward, we need to build track on the compacted gravel inside the Car Barn, pour the floor around the tracks (we will have a floor that is flush with the rail heads), put up the frame, install the siding and roofing sheets and install the windows and doors. We also need to connect the Car Barn tracks to turnout Number 7 and install the overhead bracket arms and wire in the Car Barn and over the House Track. Let me know at [sam@sftm.org](mailto:sam@sftm.org) or 413-624-0192 if you want to be part of any of these activities. Additional donations for the Car Barn Fund are always welcome.

*Sam*



Photo: Marie Bartlett

**TROLLEYFEST – See Page 5**

## DIRECTORS AND OFFICERS - 2014

### **Officers:**

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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](mailto:dbartlet@crocker.com)

## 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](mailto:dbartlet@crocker.com)
- In the Subject line, please enter **eTFR**.
- In the body of your message please enter just **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. Save a tree, too!!

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

## GUEST BENEFITS FOR MEMBERS

**Individual** and **Junior** levels (IN) (\$20) and (JR) (\$12) - card is valid only for named member. No additional guests. (eTransfer only for JR members).

**Family** (FA) level (\$32) is as follows: your card covers rides for up to two adults and all children under age 18 related to at least one adult and living in same household. 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** (\$40) - 2 guests, plus Family privileges, and one Instant Motorman opportunity per season.

**Contributing** (CO) (\$60) - 4 guests, plus Family privileges. And two Instant Motorman opportunities per season.

**Patron** (PA,BP,SP,GP,LM,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 107 current active memberships.

## WELCOME NEW MEMBERS

Tracy Draghi – Charlemont MA  
Jean-Paul Martinsky – Florence MA  
Benjamin Cachiguango – Sunderland MA  
Josianna Marini – Greenfield MA  
Yoav Shapiro – Wilmington VT  
Jim Perry – Shelburne Falls MA  
Rob Morgan – Shelburne Falls MA  
Don Previtali – Argyle NY

## 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, grant writing, or what. We need you!!!

## CARBARN HAPPENINGS

Since the Spring edition of TRANSFER hit the streets, things have really been happening. The carbarn “kit” was bought, paid for, and delivered to SFTM. One big truckload of skeleton, and a second load with the skin arrived on the site with an ultimatum that each be unloaded at once.

Problem #1 was – where to we put all this stuff without being in its own way when we start to put it all together. And who is going to be available to do the putting?



Sam, of course, Dick Moore, and somebody else who was just hanging around. It was a very long day. There are some very big pieces for which delicate handling is advised. By the day's end the job was done. It isn't in its own way – as far as we know yet.

A few days later, in a light drizzle, the skin truck showed up. What was fun here was that there were a lot of plastic-wrapped bundles of stuff which needed to be handled very carefully, and stored out of the weather. The freight house would be just the place – except that is already too full of stuff. Here's one of the numerous spots which in desperation was used with the caveat “Don't bend, fold, spindle, or mutilate. Otherwise your warranty is toast. Have a nice day”.



In the following weeks, underground wiring was installed, site location for the barn was staked out, the overhead utility pole came down, permits were cut, inspectors inspected.....the list goes on and on. Then came the excavator. Next, the concrete folks poured the footings, came back after the footings had set, formed up and poured the foundation walls, waited for the concrete to set up, then put all their toys away and went home. At this writing, the next step is to backfill the foundation.



While all this was going on, so was trackwork. SFTM had acquired several No. 5 turnout kits, and now it was time to try our luck in assembling one. Even with color-coded components, the first turnout still involved a good bit of trial and, yes, error, in line, grade and “where does this special tie plate go?”

At this writing, the second turnout needed for this project is much more rapidly falling into place.



The straight side of this turnout will lead toward the carbarn. The curved side will lead to the future loop track.

## 'ROCK IT' SCIENCE?

SFTM recently received an anonymous donation of \$4,000, to be used in “disappearing” the old milkhouse foundation, shown below, which is serving no useful purpose and is taking up space better used for parking or events.

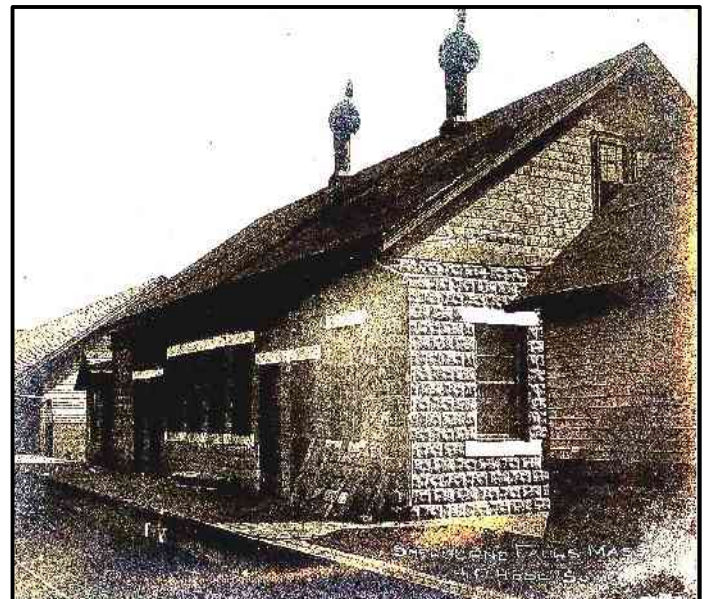


Photo: Sam

While the excavation contractor for the carbarn foundation, Dick Hillman, was on our site, he decided that a few tests of the sturdiness of the foundation would be in order. He trucked in three large boulders. The backhoe bucket wrapped itself around a boulder, raised the boulder as high as it could, and let go.



After dropping all three boulders on the deck of the foundation, Dick removed them and started digging into the wreckage for bomb damage assessment. And there was plenty. Big slabs broken loose, walls ready to snap off at grade, no rebars holding things together; a hopeful picture. But since no demolition permit had been issued at that time, it was decided to wrap up the job for the time being



### **HOW MANY COWS DOES IT TAKE TO.....**

If you have ever visited the Museum, you've probably wondered what that crumbling concrete foundation with the two rusty tanks was all about. Now it can be told - sort of.

Shelburne Falls was, a hundred years ago, the hub of a very large milk-producing area and it just happened to be located on a major rail line with a direct route to Boston, that notorious town of flagrant milk-consumers. Shipping milk by rail was a serious business in those days, and getting milk to the shipping point was important revenue for the Shelburne Falls & Colrain Street Railway. Car Number 10's freight section was packed with milk cans on many trips. The cans were loaded onto trains here and at numerous other points along the line to Boston.

In time it was decided that the yard needed a building to keep the milk cool between trains. The picture above shows the very substantial creamery that was built by H. P. Hood to do the job. At one time the milk trade was so viable that a special milk train would originate in the Hoosac Falls NY area and run nonstop to Boston - except for Shelburne Falls, where it would stop and pick up whole carloads of bulk milk.

(Cont'd on Page 5)

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## MILK HOUSE (Cont'd from Page 4)

The existing freight house is visible at the far left. A pair of small and long-gone structures bracket the milk house.

Like so many other transitions in our yard, the milk business left the rails for the roads and the creamery building was demolished, leaving only the concrete foundation with its terra-cotta tile floor to bear crumbling witness to another era.

IMAGE COURTESY OF BOSTON & MAINE RAILROAD HISTORIC SOCIETY

**Editor's Note: This article was plagiarized from the Spring 2007 TRANSFER. If you think you have read this article before, you have.**

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### IN OUR eMAIL:

Shelburne Falls Trolley Staff,

We wanted to extend our thanks and express what a wonderful time our group had today.

We don't know how we have gone this long without ever stopping by ??!

All the staff helped to complete a well rounded visit to your museum, from the history, the trolley ride, the model trains, & the pump car ( we all loved the opportunity to operate it ourselves), to the knowledgeable staff !!

Thank you so much for extending your hours so that we may enjoy your museum, that allowed us to make it back to our Adult Day Health in time.

We all collectively said we will be back next year !!

Deb Salvini  
Hawthorn Adult Day Health  
Chicopee MA



It's not Halloween time yet, but now and then a "Pumpkin" shows up on Pan Am Southern rails, courtesy of BNSF Railroad, much to the delight of SFTM's pumpcar operator and visitors.

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## TROLLEYFEST 2014

***"When I'm done, there won't be any museum and that antiquated trolley will be torn up for scrap and forgotten!"***

So said the villain in the Trolleyfest 2014 production of "No.10 Rides Again!" written by Jonathon Briggs, and brought to life by local talent Angus Reid, Ashley Robertson, Allison Lull, Caitlyn Wilkins and Director Nancy Parland. Written in the style of melodramas at the beginning of the last century, the play sported a villain, a heroine and a hero, as well as the history of the trolley. Never fear, the villain was foiled!

The play was a lot of fun and just one of many activities and demonstrations that occurred at Trolleyfest this year. We had 13 different reenactors in period clothing riding the trolley with visitors, talking about their varied lives as they would have if they had lived 100 years ago.

Musicians Burrie Jenkins and his band played on the old Creamery platform, lending the museum grounds a festive atmosphere. Cider pressing, butter-making, hands-on weaving, blacksmithing and tool making were all part of the action. Caboose rides gave moving pleasures in addition to our customary trolley and pump-car experiences.

The daytime festival drew 160 satisfied visitors, benefitted from the work of 19 different volunteers not usually associated with the museum, and the benefit raffle had contributions from 18 mostly local businesses and individuals.

Following the day's activities, dinner patrons drove along the old trolley route up to the Arthur Smith Covered Bridge in Colrain. We had a glorious evening dinner on the bridge itself, catered by Cliff's BBQ. Trolley enthusiasts, locals and far flung diners who were excited to be part of our dinner on the bridge all enjoyed the evening together, which culminated in a second production of "No.10 Rides Again!"

*Marie*



Back at the Front.....

When the permit was issued, and the big backhoe came back to the milk house dock, the dust really began to fly. Big slabs were piled up for possible future use at SFTM, and the core of the building turned out to be a coarse sand which turned out to be just perfect for backfilling the carbarn foundation. A real two-fer, one might say.

## 2014 OPERATING SCHEDULE

OPERATING EVERY SATURDAY, SUNDAY, AND HOLIDAY, FROM MEMORIAL DAY WEEKEND THROUGH THE THE LAST FULL WEEKEND IN OCTOBER.

HOURS OF SERVICE - 11 AM TIL 5 PM.

### LOCAL BUSINESS SPONSORS FOR 2014

Walter's Propane  
West End Pub  
McCuskers Market  
Mo's Fudge Factor  
Berkshire East  
Zoar Outdoor  
Christopher's  
Crabapple Whitewater  
Coldwell – Banker Realty

Please patronize them. Helping them helps SFTM too.

Sign up for eTRANSFER.  
Get it in COLOR!!  
See Page 2 for Details.

OCTOBER 26, 2014  
LAST DAY OF REGULAR SEASON

AND

**VOLUNTEER APPRECIATION DAY**

PIZZA PARTY STARTS  
AT 4:30 PM  
FOR ALL VOLUNTEERS WHO SHOW UP.

AND

THEN

FRIDAY, NOVEMBER 28

THE BIG EVENT OF THE YEAR

**MOONLIGHT MAGIC!!!!!!!!!!**

SHELBURNE FALLS LIGHTS UP FOR THE  
APPROACHING YULE.

THE TROLLEY WILL RUN  
FROM ABOUT 5 PM  
UNTIL EVERYBODY GOES HOME.

MANY SPECIAL GOINGS-ON AT SFTM

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413/625-9443 [www.sftm.org/](http://www.sftm.org/)

