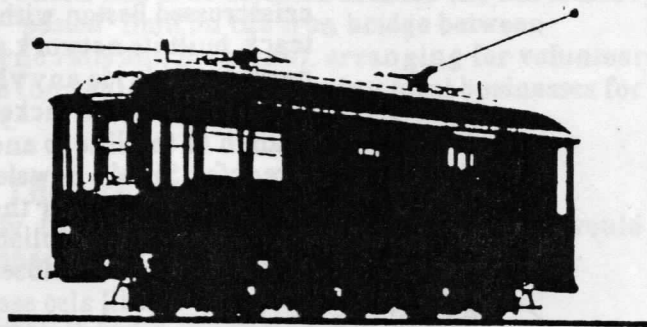


TRANSFER

v01 n01

Good from October 1, 1991
for STOPS at

Special.....	1
Dispatch.....	2
Flagstop.....	2
Timetable.....	2
Looking Glass.....	3



DESTINATION

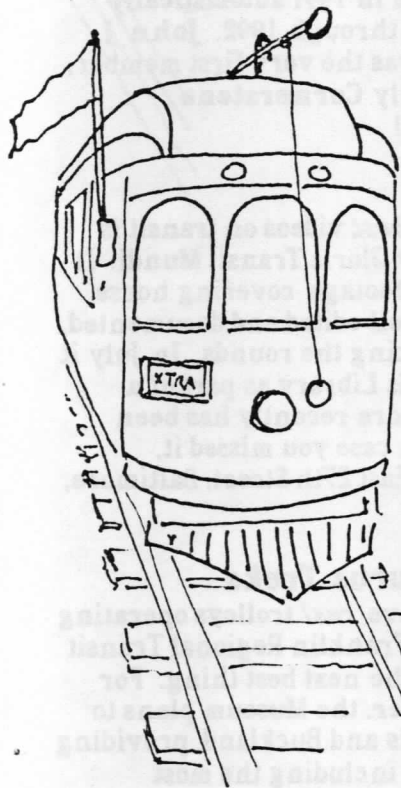
Shelburne Falls Trolley Museum
Shelburne Falls, MA 01370

Authorized by *Alfred Barten*

Shelburne Falls Trolley Museum, Inc.

12 Water Street, Shelburne Falls, MA 01370
Telephone 413/625-6707

SPECIAL



It's Official: SFTM Incorporated

On August 12 the Secretary of the Commonwealth approved Shelburne Falls Trolley Museum's application for incorporation as a nonprofit educational organization. This act completed a process begun in March when Museum President Tony Jewell approached Marshall Johnson with the idea of restoring former Shelburne Falls and Colrain combination car number ten. Johnson's father Frank bought the car in 1928 from Blassberg Trucking, purchasers of the defunct line at the 1927 foreclosure sale. The car was built by Wason Manufacturing Company of Springfield, in 1896, the same year the trolley line was built. It was considered state of the art, having electric heaters and lights, and was the first of only two cars the line ever purchased new. Number ten rests on blocks at the Johnson farm in East Charlemont, its home since 1928.

Johnson was amenable to the idea of restoration but stipulated that the effort should have the support of the Shelburne Falls selectmen, historical society, and Chamber of Commerce. Further, he did not want restoration funds to come from the town budget. Restoration was to be an effort that could stand on its own. If these conditions could not be met, Johnson said he would prefer to donate the car to the Seashore Trolley Museum in Kennebunkport, Maine.

Over the next four months, Jewell met with members of the current Board of Directors, gained approval for the project from the Shelburne Falls selectmen, historical society, and the Chamber of Commerce, and canvassed various local businesses for support. He sought the advise of restoration consultant Kinsley M. Goodrich of Dalton, and the president and several trustees of the Seashore Trolley Museum and the Berkshire Scenic Railway Museum in Lenox.

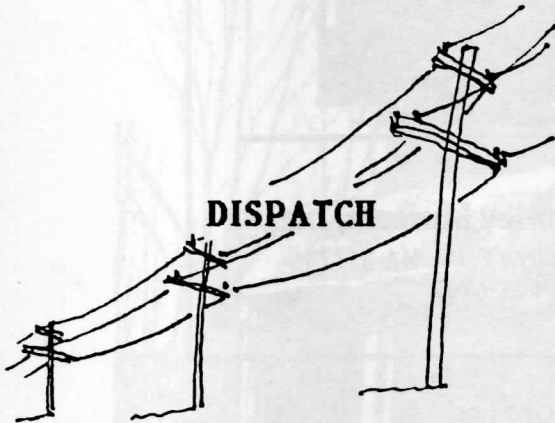
The result of these efforts is the Shelburne Falls Trolley Museum.

TRANSFER: Your Ticket to the System

The Boston Elevated Railway Company, which at one time crisscrossed Boston with streetcar, subway, and elevated track, built its network at least in part on the policy that a person could ride anywhere on the system for a nickel. By use of the transfer ticket, a person could switch from one branch of the line to another without paying a second fare.

Transfer, SFTM's newsletter, will be your informational ticket to the SFTM for the single price of a membership.

Transfer will be published at least four times a year and will bring news of Museum people, events, goals, and progress. It will also seek to place the museum's efforts in historical and present contexts.



FLAGSTOP

Members Are Us

The number one priority for the Museum at this time is to build membership. At \$10 for the Basic membership, \$25 for the Friend category, and \$100 for the Patron category, membership is within the reach of most people. If in doubt: **JOIN. DO IT NOW. TELL A FRIEND!**

John J. Keep is Cornerstone Member

Any member joining the Museum in 1991 automatically becomes a Charter Member, good through 1992. **John J. Keep** of Mt. Washington, Mass. was the very first member, which makes him the one and only **Cornerstone Member**. Congratulations, John!

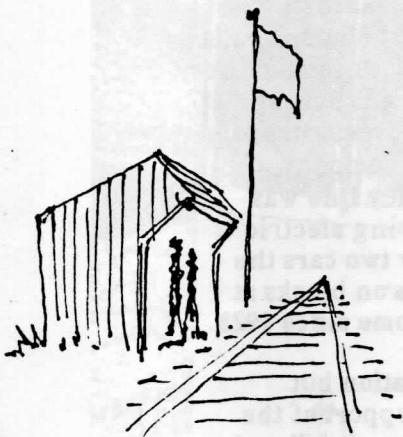
Video Takes

One of the year's best, if not *the best* videos on transit is "The Cars That Built Our Cities" by Gloria Transit Mundi. It contains 54 minutes of excellent footage covering horse cars to light rail vehicles. It is well edited and documented. The Museum's copy has been making the rounds. In July it was on loan to the Shelburne Falls Library as part of a special exhibit on trolleys, and more recently has been aired on local access cable TV. In case you missed it, contact Gloria Transit Mundi, 36 East 27th Street, Baltimore, MD 21218.

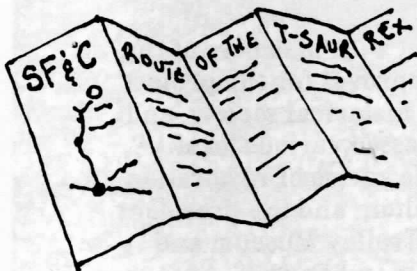
Fall Promotion: Trolleysaurus Treks

The Museum hopes someday to have *real* trolleys operating in Shelburne Falls. For now the Franklin Regional Transit Authority's "trolley" bus will be the next best thing. For the first three weekends in October, the Museum plans to operate the bus in Shelburne Falls and Buckland, providing stops at all important attractions, including the most important one (from our point of view): Marshall Johnson's farm, where former SF&C number 10 resides.

Treks are currently scheduled for Saturdays, 9 a.m. to 5 p.m., and Sundays from noon to 5 p.m. Instead of charging a fare, the Museum suggests that riders donate \$2 for each ride. Twenty-five cents of every dollar taken in will be donated to the local elementary school.



TIMETABLE



Tony Jewell, author of the idea, has almost singlehandedly brought it about, making the arrangements, planning the routes (which had to be adjusted because the bus is heavy for the "posted" limit on the iron bridge between Shelburne Falls and Buckland), arranging for volunteers to drive the vehicle, and canvassing local businesses for support.

LOOKING GLASS

What They're Saying

Recently, two editorials came to our attention. We would like to share them with you.

From *Electric Lines* magazine, Sept.-Oct., 1991

"One of the important messages I got from visiting and writing about New Orleans [Regional Transit Authority] is simply this: the electric lines that were thrown out of every city, major or minor, were more than just a charming piece of our transportation past. They were better transportation, economical transportation, and healthy transportation. They were also what we believed transportation in our lives should be. This is not anti-bus, but simply says we are seeing that motor coach transportation doesn't do what a trolley system can do. What is happening to me and others is that we are going beyond the charm. Light rail is becoming a heavyweight contender in many cities again because it works -- and it keeps on working in our minds as a vision of what could be again."

James C. Greller, Editor

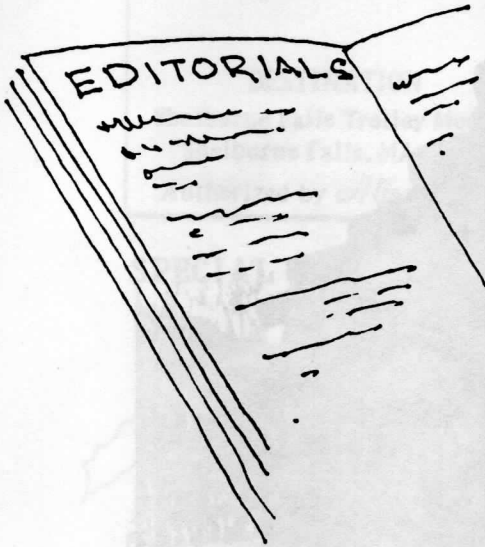
From the *Hartford Courant*, August 4, 1991:

"Civilization as we know it started to decline when cities got rid of trolleys. Think about it. Here was wonderful transportation. It was quiet and clean. It usually arrived on schedule and required little manpower to operate.

"At the apex of the trolley era, in the second decade of this century, more than 1,800 trolleys were running on 900 miles of track in Connecticut. The trolleys were not only within cities. They ran between cities, too. Who could ask for anything more?

"Unfortunately, people could and did. The trolley era was traded for the bus era. Buses were modern. They could go even more places, and faster, than the trolleys. This was progress.

"Fifty years ago, Hartford said good-bye to its trolleys. On the final Sunday of July, in 1941, the last two trolley cars of the last two trolley lines in the city made their exit runs. That was it. The day of the trolley ended. The age of the bus -- energy-consuming, air-polluting and stinky -- had arrived. Is this advanced civilization?



"Now in many cities, people are making desperate efforts to race backward. The proposed light rail line from Hartford through Bloomfield and Windsor to Bradley International Airport is nothing but an old-fashioned trolley in disguise. Area residents had better make sure it becomes a reality. Otherwise they'll continue to suffer on roads too clogged, smelly and frustrating."

