

SHALL WE RIDE NO. 10 AGAIN NEXT WEEK?

YES, DAD. IT BEATS RIDING IN OUR BUGGY!



TRANSFER



Vol. 15 No.2

SHELBURNE FALLS TROLLEY MUSEUM NEWSLETTER

SUMMER 2006

SFTM DOINGS

As we enter the second half of the 2006 season - our seventh full operating season already, we seem to be holding our own and then some. Passenger traffic is just a whisker below last year's, probably due to a long rainy spell followed by a long heat wave. There seem to be many happy faces leaving SFTM, and they share their experiences with others, who in turn come to try it all themselves. Increased media coverage has helped as well.

Our new color rack cards are a big hit, compared with our old B&W brochures. A somewhat whimsical story released to the press about our plan to operate to Colrain was good for an uptick in interest. People know that we are here and that we are serious about what we are trying to do.

In spite of frantic efforts of President Sam Bartlett and VP Dave Dye, the restroom opening is still on hold because the technical school plumbers didn't get their part done before school let out. This should be remedied soon, we hope. There is nothing more painful than watching a long line of elderly ladies fresh off a tour bus desperately waiting use our current one-holer.

Track has been getting mended. More paint is hitting the freight house. John Greene and his team are keeping the yard mowed. Plans for future trackwork are advancing. New membership is up. The operating crew list has grown. It seems we are on the right track to success.

One real challenge is, that by intent, our mortgage payments double effective August 15, 2006. We feel, that with our rental effort (see Page 4) we can handle this. On July 15, 2018, our last payment is due. Then we truly "own the yard".

Keep tuned for a bigger and better SFTM!



WHAT'S NEXT? FLYING BOXCARS?

Guilford Rail Systems, our abutter and owner of the big railroad in town, has officially changed its name to "Pan Am Railways". To add to the weirdness, they now call their airline arm "Boston-Maine Airways".

History has now been officially inverted.

IT WAS A HOT AND MUGGY DAY.....



Temperature 95 deg. Humidity ditto. Nevertheless, volunteers toiled away with scrapers and paint brushes.

Top: Polly Bartlett repaints "her" pumpcar. Above: Nan Fischlein gives the loading platform a fine refinishing job. Note the sail rigged on the boom truck for shade. Not shown: Peter Lusurdo adding to the new paint on the freight house. It was a furnace out there!

RGB photos

DIRECTORS AND OFFICERS - 2006

Officers:

President - Robert Bartlett
Vice President - David Dye
Clerk - David Bartlett
Treasurer - Betsy Wholey Osell
Chair of Board - Larry Werner
Assistant Treasurer - Peter Johnson

Directors:

Harvey Allen
Dane Donato
Margaret Eggert
Michael Kotarba
Larry Werner

CONTACT US

Phone: 413-625-9443

Email: mail@sftm.org

Snailmail:

Shelburne Falls Trolley Museum
PO Box 272
Shelburne Falls MA 01370

TRANSFER is a publication of the Shelburne Falls Trolley Museum Inc., produced for the enlightenment and entertainment of our members and special friends. A Spring, Summer, and Fall issue is planned for each year. Comments, contributions, and letters to the editor are welcomed.

David C. Bartlett - Editor
dbartlet@crocker.com

**SHELBURNE FALLS TROLLEY MUSEUM IS AN
ALL VOLUNTEER, NON-PROFIT ORGANIZATION**

MEMBERS' CORNER

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.

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

Patron (PA,BP,SP,GP,LM, HL) (\$100 and higher) - no set limit to number of guests you may bring with you.

MEMBERSHIP REPORT

As of this writing, SFTM has 132 current active memberships. Of those, 29 are first-time time for 2006. Most membership levels cover two or more members, so our total membership is probably more than twice the number above.

Welcome to More New Members - '06!

Carl Carlson - Gardner MA
Kritin Pete - Belchertown MA
Joan Holzman - Colrain MA
Harriet Ball - Deerfield MA
Phyllis Derigon - Northfield MA
Lael Boesel -Ashfield MA
Wayne Perrea - Charlemont MA
Louis Musante - Ashfield MA
Milan Dragicevich - Greenfield MA
Dan Howard - Catskill NY
Ed & Emma Stamas - Colrain MA
Philip Bragdon - Shelburne

TRY eTRANSFER!

As a convenience to our members, and as an attempt to control costs, TRANSFER will be made 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. This, of course, eliminates your option of heating with them instead.

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 there is to it. Your address will be entered on a mailing list, and the future issues will come to you by computer instead of snail mail.

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 into the loop. We need you!

TRANSFER

MORE FROM THE PAST

In the Spring '06 issue of TRANSFER, we reported on finding copies of old statistical reports which had been submitted annually to the Commonwealth. Cryptic as they were, certain facts may be gleaned which help fill out the known history of the line. We begin here with the FY 1907 report, covering to September of that year.

Under Earnings, SF&C grossed \$21,000 for the year.. Roughly \$9,300 from passengers, \$9,200 from freight, a few hundred for hauling the mail, and a pittance from car card advertising. Under "Expenses", this item appears: "Other General Expense: base ball at park \$12.00". Yes, two words for our national sport. It looks like Hillside Park, partway along the line, is up and running.

Only routine items are listed under "Additions to Equipment". That is about to change.

Over 100,000 passengers are carried on a line whose equipment roster lists only three motorized closed passenger cars, and one motorized open car (not of much value in the winter!).

Total length of the railway, essentially unchanged since the initial construction, was just seven miles. Slightly less than a half-mile of that was for sidings.

The FY 1908 report, through September of that year, brings change to more than a few of the statistics.

We find for the first time "additions to railway track - 2000 feet", and a new item, "concrete bridge - \$11,000".

Big changes underway in the FY 1909 report - another \$10,604 for the concrete bridge, and the addition of another car for \$2,997, plus electric equipment for \$2,035. It seems that you buy the car body separately from everything else. This car would be the "Big Car", No. 25. Now the SF&C has a real muscle machine !

The total length of the railway jumps up to 7.426 miles with the opening of the bridge and the track up Depot Street on the Buckland side. The bridge is in place, and things are really picking up. Passenger count jumps to 191,463. But there is still only one powered open car.

In 1910, the SF&C report doesn't add much change, although freight revenues take a jump up, since now SF&C can take interchange railroad cars directly from the B&M and deliver them anywhere on the line. The charges for transferring freight have vanished, and freight revenues are stronger than passenger receipts. The

bridge is looking like a really good investment. Would that it would be forever thus!

FY 1911 shows no change in rolling stock. Number of passengers carried soars to 211,177, which figures out to 30.385 passengers per mile. Imagine the gold mine SF&C would be if it went to, say, Boston.

FY 1912 shows milk revenue at \$1,200., and total revenue for the year from all sources is a staggering \$27,315, helped by another 1,200 passengers carried. Who says that electric streetcars don't have a great future?

FY 1913 is the last of these reports which we have located. The urge to find more is intense. Otherwise we leave the good news nearly at its peak, and cannot trace the sad decline to 1927, when all dreams become shattered, and SF&C is no more. Especially ironic, since the last few reports have shown steady purchases of office furniture. They had no idea that Henry Ford's bomb was about to end it all very shortly.

Still remaining to be unearthed is detail on the arrival of two more open cars and two closed cars, all second-hand. Keep tuned - if we get lucky, TRANSFER readers will be the first to know.



KEEPING THE RAILS SHINY

It is difficult to keep the car running with an all-volunteer group, no matter how eager they may be. Operating weekends and holidays, plus Mondays during the summer, wear the crews down. Then some have the nerve to go on vacations. At one point it seemed like half the roster was on vacation at once. Crew dispatchers Alden Dreyer and John Boyd worked overtime, right to the last minute, to be sure that somebody would haul the passengers. There was a Saturday when, for the first time, there was nobody available to run the car all day. The shop did open and the pumpcar did its thing, but it wasn't what folks came to do. Since then we have always had one, and usually two crewmembers on the car every trip.

What really saved us was the miraculous appearance of three great people who wanted to help operate. Between them they made it possible for SFTM to staff every trip since.

Hats off to Shirley and John Pelletier from Conway MA, and to Stan Perry from Shelburne. They have covered many trips since they came aboard, learned fast and well how to do the job, and seem to thoroughly enjoy it. Thanks, you three!!

NEWS FROM OUR "REAL ESTATE DEPARTMENT"

"Everyone knows" that nobody rides passenger trains anymore, and that you can't make a profit in the passenger business. Just ask the most recent ex-Secretary of the United States Transportation Department.

Even in the trolley museum business, receipts from the farebox don't cover the costs of operating, let alone allow resources for funding maintenance and expansion projects. Bake sales don't make up the difference. Generous donations and memberships cover the basic costs, but leave little left for bettering the property.

Being well aware of this situation, SFTM's Board of Directors has wisely decided to grow income by renting the unused space in all our buildings, of which there is a goodly amount.

For the last several years we have been able to get up to seven tenants interested only in dry storage to rent some of our space. To expedite this, last year we installed a steel roof on the building which houses the Visitor Center, which significantly impacted our reserve funds. The long-term return should, nevertheless, prove to be substantial.

Enter a new prospective tenant. This tenant needs winterized space, which calls for building interior partitions, wiring and insulating it all. We have agreed to undertake the project, and we have a lease plus some up-front rent from the tenant. The building permit is here and work will be under way immediately.

While our own small volunteer force built the new rest rooms, they said "enough!!". After sifting through a few bids, we have engaged a contractor to do the lion's share of the work.

To make this all happen, it was necessary, with great trepidation, to obtain a bank loan for the work. The Board has decided that, even though we will be pinched for a couple of seasons, that the space will eventually return far more revenue to SFTM.

It is hoped that by October 1 the job will be done. In conjunction with this work we will install an accessible ramp, allowing better access to the new accessible restrooms (which at this writing still await the plumbers to install the "china").



The rest of the story here is about the tenant and her exciting plan for use of the space. This recent press release tells the tale:

+++ SHELBURNE FALLS - The Shelburne Falls Trolley Museum will be the home of the newly formed Children's Art Museum. The trolley museum bought the

Buckland Freight yard on the edge of Shelburne Falls in 2004, with the intention of bringing vitality to the underused buildings in the yard. Visitors who enjoy the museum's trolley and pump car rides may not realize the yard also has two buildings linked for decades to the village's commerce. The Children's Art Museum will be housed in the former Agway building, built in the 1940s for the Eastern States Grain Company. This building also houses the trolley museum's Visitors Center. In the last two years the trolley museum has replaced the building's roof, nearly completed two new accessible restrooms, and rented out most of the remaining space for storage for local businesses. Trolley museum president Sam Bartlett said "We wanted to have more interesting tenants, and having the Children's Art Museum here will be an addition that will be beneficial to both parties." Children's Art Museum founder Tonya Lemos said "I think we'll be a great neighbour to the Trolley museum and will create a great space for kids activities."



For more insight into what is happening, here are excerpts from Tonya Lemos' own recent press release:

CONTACT INFO regarding Childrens Art Museum:
Tonya Lemos
413 625-6875
tlemos@noho.com

***CAM has found a home in Shelburne Falls ***

We will be renting space from the Trolley Museum on Depot Street in Buckland.

CAM has AMAZING fiscal Sponsors the IMA

We have fiscal sponsors. The Institute for Musical Arts in Goshen. The IMA is... a non-profit teaching, performing and recording facility dedicated to supporting women in music and its related businesses.

CAM teams with HILLTOWN MUSIC TOGETHER and Lui Collins

***We will be opening in October.** Our initial schedule of events will be announced soon. Our website www.thechildrensartmuseum.org will be up and running shortly.

Phase one of our development will include

- * A weekly parent child class (6 months-3years)
- * A weekly Art Program for 3-6 year olds
- * A weekly afterschool program 7-12 year olds
- * A monthly kids coffeehouse (open mike followed by a performance storyteller, puppets, music)

(Continued on Back Page)

TRANSFER

WASON MANUFACTURING CO.

When I have just a few strangers in No.10 up at Salmon Falls, I like to begin my talk by asking them where they are from. Obviously, I am going to change my tune a bit depending whether they are from Cornwall, Connecticut, or Cornwall, United Kingdom, or Springfield, Illinois, rather than Springfield, Massachusetts.

And in mentioning our very own Springfield, we do receive a considerable percentage of our visitors from that area. And in emphasizing that No.10 is a local vehicle, we should also know something more than a little about the Wason Manufacturing Company to point out that our car was locally made.

Thomas Wason, 1811-70, and Charles Wason, 1816-?, left their home in Hancock, New Hampshire, a half day's buggy ride east of Keene, to work in the cotton mills in Cabotville, just north of Springfield, probably in the early 1830's. Being enterprising young men, they started out in business on their own in 1845 dressing timbers for railroad bridges. Then it was on to building baggage, freight and hand cars at the Springfield Car & Engine Company location on Lyman Street in the early 1850's. Supposedly their first structure was so small, that it would not house a single tiny freight car of the era, and one end had to stick out.

The SC&ECo. failed within a year and the Wason Bros. purchased some of the car machinery and leased the shops for 5 years. At about the same time, Charles left for Cleveland, Ohio, to begin his own business building the same type of equipment, leaving Thomas as sole proprietor. In 1856, Wason hired a draftsman by the name of Milton Bradley, 1836-1911, a still famous name in the board game industry. Milton also established Springfield's first Kindergarten.

In 1857, Wason built a sleeping car to the patent of Theodore Woodruff. And a year later, built a 16-wheel car for the Egyptian Government that saw use as late as 1978. In 1862, the business was incorporated as the Wason Manufacturing Company. George Pullman had Wason build him a 56 psgr 4-truck sleeping car in 1863, named the Springfield. Pullman then decided to do his own manufacturing. Which bothered Wason not at all as they apparently had more business then they could handle.

Around 1867, Wason purchased the extensive Lyman Street property of the failed Springfield Car & Engine Company covering nearly 4 acres. I hope you all know where Lyman Street is, as this property was just east of the current Amtrak station. There was a 2 story brick building 70' by 270', a blacksmith shop 44' by 180' with 30 fires, a planing mill 44' by 70', a brick dryhouse, 3 large wooden paint shops with an upholstery shop on the 2nd floor of one. The three together would hold 10 psgr cars, 16 freight cars and 6 streetcars. And a foundry, 70'

by 112', as Wason made their own castings as well as selling them to other builders. Being located adjacent to the Western Railroad, and in the center of a large city, was an immense competitive advantage as the 300 employees were estimated to use 450 tons of car-iron, an equal weight in coal, 15 tons of brass and composition castings and a million board feet of lumber annually.

In 1869, Wason built 75 psgr and 2,600 freight cars for the Central Pacific RR. Wason cars traveled on the first transcontinental journey. When the road was completed at Promontory, Utah, Wason workers marched thru the streets of Springfield with banners and tools of their trade.

Thomas Wason died in 1870 and the company was then Springfield's largest industry. WMC was a great success, but had outgrown the confines of its North End location. George Fisk, the company's bookkeeper, became president and it was determined to build a new plant in the farming country at the north end of the city limits in Brightwood. The new plant on 16 acres, was bounded by Plainfield and Fairfield Streets, and Birnie and Wason Avenues, and is largely occupied today with the campus of the Baystate Medical Center.

I'll refrain from the details of the new plant except to say the transfer table track was as long as our entire trolley ride on No.10 today, the psgr car paint shop was half that length, and lumber storage occupied 75% of the site. You will do well to study the colored reproduction on the wall just inside the Visitor Center door. The new plant opened in 1872, just in time to be nearly shut down by the Panic of '73. But it apparently persevered and business returned to normal in the very late '80's, just in time for the Roarin' '90's.

When No.10 was constructed. Just what No.10 cost, or how many trolley cars were produced in 1896, will have to wait until some researcher does the necessary work. But all indications are that Wason was building several trolley cars a week, as well as perhaps several freight, and/or psgr cars, every work day in 1896. This is conjecture only on my part.

In 1902, Wason built 400 cars for the Manhattan Railway Company. We can presume, by now, wooden cars for psgr use were no longer built in large numbers. In 1906, Wason became a wholly-owned subsidiary of the J.G. Brill Company that specialized in equipment for electric railway lines. In WW1, Wason built airplanes for the war effort, and as rail equipment orders dried up, went to building pleasure boats and diners. On 01 February 1931 the company name was changed to J.G. Brill of Massachusetts, but the Depression proved fatal, and the company closed in 1932.

All of the foregoing was from the internet and of dubious accuracy. But I have little doubt that it is 97%+ correct.

Alden H. Dreyer, SFTM Historian

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(Art - Continued from Page 4)

Phase 2 will include

- * The development of our teen mentorship /leadership program
- * Travelling exhibits
- * Specialty workshops and more classes
- * Special Events (birthday parties etc)

The purpose of the Children's Art Museum is to make art available to children through a unique community gallery and learning space. By providing hands-on educational and cultural experiences in the arts we seek to develop and strengthen creative skills, build self esteem and a sense of individuality, and to encourage self-expression and stimulate imagination. We commit to using an "earthday everyday" approach, fostering ecological awareness by creating art from nature-based and recycled materials. We welcome children of all backgrounds and experiences.

Tonya Lemos
413 625 2030
tlemos@noho.com

SPACE FOR RENT

We still have 1500 square feet of storage space available in the freight house. This is unheated, clean, dry space. \$100 per month minimum, about \$0.25 per square foot per month, depending on the exact space desired. The freight house space can be subdivided if needed.

Contact Sam at 413-624-0192 for more information

WE'RE OPEN!

**SATURDAYS, SUNDAYS, AND
HOLIDAYS**

11:00 AM TO 5:00 PM.

AND

**MONDAYS DURING JULY AND AUGUST
1:00 PM TO 5:00 PM**

CLOSING FOR SEASON ON NOVEMBER 5.

MEMBERS DAY

**SATURDAY
OCTOBER 25**

**CULMINATING WITH AN
EVENING DINNER
5:30 PM**

**FEATURING CHEF DANE
AND HIS LEGENDARY
RAILROAD DINING CAR MENU!**

**DETAILS AT PRESS TIME NOT FINALIZED.
MARK THE DATE. NO OTHER NOTICE WILL
BE ISSUED. PLEASE CHECK OUR WEBSITE
OR CONTACT THE MUSEUM AFTER MID-
SEPT. RESERVATIONS WILL BE REQUIRED.**

See "Contact Us" on Page 2.

Shelburne Falls Trolley Museum

PO Box 272

Shelburne Falls MA 01370-0272

413/625-9443 www.sftm.org/

