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SHALL WE RIDE NO. 10 AGAIN NEXT WEEK?

YES, DAD. IT BEATS RIDING IN OUR BUGGY!



# TRANSFER



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Vol. 16 No.3

SHELBURNE FALLS TROLLEY MUSEUM NEWSLETTER

FALL 2007

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

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## WHAT'S NEXT FOR SFTM???

Firstly, thank you to everyone who responded to last Transfer's plea for some extra funds to get through a tight financial time last spring. I am happy to report that as a result we are finishing the year with record ridership, a healthy bank balance, and no additional borrowing. We have all our available rental space occupied and are one handrail away from having completed the Children's Art Museum renovation and addition of accessible restrooms in the old Agway building. Now we can safely and confidently look forward to the future.

As usual, I'm asking for your help, but this time I'm asking for your ideas and opinions. Our present Master Plan, written in 2001, calls for buying the freight yard (check!) and finding tenants to occupy the unused space to help pay for the mortgage (check!). It also mentions renovating the Freight House (partly check) and moving the Visitors Center over there (no check). Since then, our attentions have been pulled in various directions. We hadn't anticipated that the Agway building would need about \$50,000 of repair, renovation and upgrade (check!). We briefly mentioned possible track expansion, and hadn't considered the need for a carbarn. We have started installing line poles along the House Track (you might call it the Pump Car track) and have started planning and raising funds for a carbarn. See the article elsewhere describing the plans UMass Civil engineering students are doing for us.

If you ask (and many visitors do) fifteen different trolley museum volunteers what the museum will look like in fifteen years, you'll get fifteen different answers. I think it is time to closely examine all our options and decide what our future course of action should be. The board of directors will be discussing these possibilities in our meetings during the 'quiet' months. Here are some of my thoughts, please let me know your thoughts, concerns and opinions, by email ([sam@sftm.org](mailto:sam@sftm.org), put SFTM in the subject), phone (413-624-0192) or in person (red bearded,

balding, harried-looking fellow often seen at museum).

**CAR BARN:** We are a 'trolley' museum at this point. If we want to be a 'trolleys' museum, we need secure, fire-resistant space to store and work on any additional cars that we might be able to acquire. Even if we don't get another car (and there are cars available), we owe it to our members and the taxpayers who helped pay for No. 10's restoration to protect No. 10. I feel a new carbarn is a priority. To me the important decision is whether we get something sooner (read cheaper) and sacrifice appearance, or hold out a few more years for a more suitable-looking (but more expensive) building.

**TRACK EXPANSION:** Given the need for a carbarn, it needs to be served by track and wire, so some track extension/upgrade is needed. The simplest solution to getting track and wire to the carbarn is to use the House Track; it exists, it just needs overhead, and it would also serve a new Visitors Center in the Freight House (see below). But if we only have this track and the Main Track under wire, we get a short trolley trip (Freight House to Salmon Falls is shorter than our current trip) or a complicated trolley trip (Freight House east to new car barn, turn, go to Salmon Falls, turn, throw switch, go to current loading platform, turn, go back to Salmon Falls, turn, throw switch, go to Freight House). Beyond that, there are two possibilities.

**LOOP TRACK:** This track would extend past the carbarn site, loop close to Elm Street behind the Agway (current Visitors Center) building and reconnect with the Main Track, currently our only 'trolley track'. The trolley could then run clockwise or counterclockwise on a teardrop-shaped route, turning only at Salmon Falls. This would give us a longer ride. (If you haven't heard "Mommy, why did we stop already?", you need to ride the car a few more times on a busy day.) It would also make trolley trips from the new Visitors Center simpler.

(Cont'd on Page 5)

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## DIRECTORS AND OFFICERS - 2007

### Officers:

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

### Directors:

Harvey Allen  
Alden Dreyer  
David Goff  
Michael Kotarba  
Shirley Pelletier

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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. 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

## 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 when you come to SFTM.

## MEMBERSHIP REPORT

As of this writing, SFTM has 164 current active memberships. Most membership levels cover two or more members, so our total membership is probably more than twice the number above. We now have 5 Life Members.

## Welcome More New Members

Jennifer Swender & Paul Jacobs - Amherst MA  
Charles Buck - Shelburne Falls MA  
Anne Kaplan - Shelburne Falls MA  
Randall & Susan Wade - Ashfield MA  
Joseph & Nyssa Lanza fame - Hadley MA  
Harry Stafurski - Greenfield MA  
Jane Warmack - Plymouth MA  
William Brigham - Randolph VT  
Michelle Megna - Cummington MA  
Eric & Mary Sumner - Colrain MA  
Gerald Besser - Southampton MA  
Gary Brennan - Taunton MA

## Carbarn Fund Donors

Harvey Allen - Amherst MA  
Arthur Ellis - Pittsburgh PA  
Donald Freeman - Heath MA  
Grace Johnson - Shelburne Falls MA  
William Townsend - Florence MA

## SIGN UP FOR 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.

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 internet 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 in. We need you!

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## LONG-RANGE PLANS - PART I: UMASS ENGINEERS TO THE RESCUE

Long-range planning is on SFTM's plate, and professional drawings of some key future projects are vital. The UMass Civil and Environmental Engineering Department is giving SFTM a hand with some of this.

A requirement for graduation with a BSCEE degree is completion of a senior-level "real-world" project which includes several elements, such as surveying, structures, transportation, environmental and geophysical applications.

SFTM member Ken Black, who was tasked with teaching the course this fall, realized that future needs at SFTM was an ideal project for the students to work on. SFTM had boundary issues that needed surveying, a new car barn that needed siting and designing, a loop track needing designing, and a recreation of the original SF&C track down Depot Street into the village. And complete engineering drawings for it all so that estimates can be made and the business of grant-seeking can begin in earnest.

The students came, saw, and measured. Railroads were a somewhat alien topic to them, so there were many questions about "frogs" and such. Lab and class work took place at UMass. I visited one of their lab sessions, and worked with each of the five groups to keep them pointed in the right direction. They dazzled me with their computer-designed plans in many colors. (Where was all this stuff 50+ years ago when I was in their shoes?).

After the dinner on Members' Day, Professor Black and one of his students, Nyssa Lanzafame, explained with the aid of drawings projected on the screen just what their project was all about, noting that it was still a work in progress.

Their work will finish in mid-December. SFTM will receive computer files with the results. We will review their product and use as much of it as we can in making our final plans. Each of five groups of students work independently of the others, so five different variations of the car barn and the track designs will be offered. There is still more work to be done, since it was realized early on that trying to do the Depot Street work was just too much for them to tackle in addition to the other elements. The course will be offered again in the spring to a different group of students. It is hoped that they will come SFTM and take on the Depot Street design, and related traffic issues that might come up.

DCB

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### LOCAL BUSINESS SPONSORS

**Rice Companies**  
**Christopher's**  
**Village Restaurant**

## LONG RANGE PLANS - PART 2: THE CARBARN FUND

SFTM has felt for some time that our present car barn, built nearly ten years ago with funding for the Car No. 10 restoration, has a serious deficiency.

One of the biggest nightmares of any historical museum is having the collection stored in timber buildings. SFTM is in this boat and wants urgently to get out of it. Storing No. 10 outside would solve the fire problem but introduces others. Sprinklers are expensive and are only a "maybe" solution.

A second issue here is the fact that if SFTM is to prosper, No. 10 will eventually need a sibling or two. Stirring both of the above together suggests a car barn built of fire-resistant material, and of sufficient size to accommodate more rolling stock.

There are of course a number of options in barn size and in materials. Masonry and/or steel construction probably will be the best choices, depending on cost. Brick car barns were popular in the old days, especially after the original wood ones burned down. We favor something that looks like a real car barn, not a space station. And we have in mind to build a barn capable of holding at least two cars, containing an inspection pit, and sited and designed to be enlarged to twice that capacity if the need ever arises. (Coleraine City may want their SF&C Street Railway back someday!).

Designs must be completed and estimates made for the various options before a price can be put on this project. Expensive it will be.

To get a running start on the project, and to show would-be grantors that SFTM is serious, the Board has established a separate "Carbarn Fund", which has already been blessed by five donors!

The enclosed 2008 membership forms will have a line for donations to the Carbarn Fund. If you can help here, old No. 10 might survive to be eternally grateful!!

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### NOTICE OF ANNUAL MEETING

The Annual Meeting of the Membership of the Shelburne Falls Trolley Museum Inc. will be held on Tuesday February 12, 2008, at the Trolley Museum, for the purpose of electing certain Directors and Officers to the Board of Directors, and to address any other issues which might be presented at the Meeting. All Members are welcome to attend and to vote in person rather than by ballot if desired. (One vote may be cast per Membership). Here's your chance to have a say in how we squander your donations!! (See the ballot insert for more information).

Light refreshments will be available. An historic trolley movie will be shown.

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## SNIPPETS FROM THE PAST

*From a section from the Colrain Town History entitled "Colrain During the Gay Nineties":*

Early in the 1890's the building of trolley lines, or "electric roads" as they were then called, began to take place all over New England. In 1895, one was built between Lynn and Boston, and nearer home, a line was inaugurated to connect Greenfield and Turner's Falls, in the winter of that year the following letter appeared in the Greenfield GAZETTE AND COURIER:

"Mr. Editor: I notice that there is some agitation in regard to the construction of an electric road from Shelburne Falls to Colrain. I have for some time entertained the idea that an electric road connecting these two points with the hamlets and several villages intervening would be a very great improvement to the locality as well as a paying investment. The advantages to be derived from such a mode of travel cannot be estimated until the fact is realized. The maintenance and successful operation of an electric system in this particular locality, I think, would be the promoter and an essential element in the up-building of the business interests in the vicinity. While it would not at first become a paying medium as far as the matter of carrying passengers, yet, with the amount of freight that could be transported over the line, and this locality can furnish a very liberal quantity, in connection with the passenger traffic, I certainly believe it could be made to become a paying investment for all those who might be interested in it. Of course for the handling of freight there would necessarily need to be a car built for that special purpose, strong and durable. Such a car ought not to cost over \$1800 or \$2000 all equipped. I think the building of such a road through this particular territory would enhance the value of real estate all along the line, and abandoned farms and stagnant villages would again become paying property and busy business places. It would not only give employment to a large number of men, but would be a source of pleasure and enjoyment to many people in the summer time and a safe and convenient mode of transportation in cold weather. Who would not like to be whirled up through the North River valley in an open car in the hot, sultry days of July and August and feast their eyes on the beautiful scenery, the hills and valleys on either side, and which are hardly equalled in all New England?

"The mill site of the old Frankton mill

property would make an excellent location for an electric plant and power station for furnishing the motive power, and could, we presume, be obtained for a reasonable figure. The question of land damages will undoubtedly have a sort of dampening effect on the construction of the road, but I think this could be very satisfactorily arranged, as I believe it could be run through land the greater part of the distance which would not be considered very valuable and a road once put through and in operation would have a tendency to increase the value of the property along its line and land owners would then see the advantage, to say nothing of the accommodation which such a road would be to them. A company with a capital stock of \$150,000 or \$200,000 would be capable of constructing this road, we believe. It should be owned and controlled as far as possible by local investors. Let the people in the towns and villages through which such a line would run take hold and give sufficient encouragement to such a project and it will be done. It is for their benefit and advantages. We hope to see the thing put through."

E. J. Davenport

Shortly after the appearance of this letter a number of Boston capitalists named Goodenough, Jerrold, Libbey, and Richardson traveled to Shelburne Falls to meet with the Board of Trade of the village and to consult with A. A. Smith "and other leading men" of Colrain, probably including Mr. Davenport. However, Mr. Davenport discouraged the use of outside capital and successfully prevailed upon Colrain people to subscribe to stock in the new enterprise. Early in 1896 the company was formed, and late in March of that year the Shelburne Falls and Colrain Electric Road petitioned the town for a franchise, which was soon granted. The final survey was made by Engineer Sprague of Springfield in April and actual work was begun early in June. The Frankton dam was repaired to be used as a source of water power, and a power house and car barns built nearby. Great regret was expressed that the road was not finished in time to be used by those returning for the Reunion in August, but the electric appliances were not placed till September, nor the bridges until October. Meanwhile, people who had to drive over the road between the City and Shelburne Falls complained bitterly about the condition of the roadway, which was evidently badly torn up by the laying of the trolley line.

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(Cont'd from Page 4)

However, we can imagine great rejoicing when, on Monday the 26th of October, the cars began to run between Griswoldville and the City. Early in November cars were running regularly every hour from the City to Shelburne Falls. Besides passenger cars the line boasted several freight cars which had a 7 to 8 ton capacity for carrying coal, and a motor car weighing over 13 tons designed for carrying mail, passengers, smokers, and to be used for drawing freight cars. Round trip tickets from Shelburne Falls to Colrain, or vice versa, cost twenty cents. The line was in operation for thirty years or more, and was finally discontinued in 1927 when automobile traffic competed too greatly.

A happy by-product of the electric railway was the development of Hillside Park, just over the town line from Shelburne Falls, near the village of Frankton and the power house for the railway. It was a recreational area, owned and planned by the Railway Company to encourage the residents of Colrain and Shelburne Falls to ride the cars, and incidentally to enjoy outings under the pines.



Things were not always rosy on the SF&C. Here we see what appears to be second-hand car No. 21 making an attempt to proceed at right angles to the track. The location seems to be just south of Griswoldville.

(Cont'd from Page 1)

The new track wouldn't need any special permits or anyone else's permission. However, it really doesn't take our visitors any farther, the 'view' of the back sides of the Agway building is pretty unrewarding, and the track work and overhead work would be complicated and expensive, per foot of track. We are unlikely to pick up any wayward passengers on Elm Street. One member recently expressed enthusiasm

for this plan, saying a loop "seems more railroad", but actually, despite what you see on model layouts, loops (except end-of-line turning loops) aren't that common, Chicago's Loop being the exception that proves the rule. No. 10 would need extensive brake redesign to be able to navigate this loop.

**DEPOT STREET EXTENSION:** This track plan, we hope, will be studied by next semester's UMass engineers. It would be a restoration of the original line going down the hill on Depot Street, with various endings ranging from the stop sign at Depot and Ashfield Streets to somewhere out on State Street, or back to a possibly redeveloped Lamson and Goodnow campus or crossing the Deerfield River on the "Bridge of Flowers" (if you don't know that that was originally a trolley bridge, you need to come to the museum more often). The Shelburne Falls Area Business Association is looking at trolley service extension as a possible future project for them to help with. The Shelburne/Buckland Partnership members are looking at making Depot Street into a pedestrian/retail/trolley park. The obvious advantages to this historically-accurate project are more exposure to visitors to Shelburne Falls (leading to increased ridership) and a truly longer ride with a stunning view of the bridges and village. The main hurdle (beyond funding) is the need for approval and permission from the Town of Buckland. If we proceed beyond the end of Depot Street we need to deal with impacts to parking and traffic flow, the aesthetics of overhead, and the cost of trackwork in the street. Some concerns have been raised about No. 10's ability to stop on Depot Street, I'm more concerned about getting back up the hill on a rainy day, but I think sanders (which she originally had) and possibly putting in the two spare motors (see New Car barn!) would do the trick. We should be able to figure out some braking ability tests that would resolve the downhill braking question. Air brakes are not historically accurate or simple to install or maintain. A track skate (a track mounted stopping device) would suffice for emergency stopping at the end of the line.

Note that the Loop Track and the Depot Street extension are not exclusive (except, in the short run, financially). A nice long trip could be made from Depot Street, up the hill to the new Visitors Center, around the Loop to Salmon Falls; no switches would need to be thrown, passengers could get off at at the VC in either direction or ride the whole out-and-back.

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(Cont'd from Page 5)

What I haven't figured out is where the pumpcar would run, I don't really want it chasing the trolley (or vice versa) around the Loop.

**VISITORS CENTER:** Our current VC is about 900 sq ft in a 1940's grain store. It serves us well (and has two new accessible restrooms) but is somewhat removed from the trolley and pump car ride activity. In the 3000 sq ft 1867 Freight House a new VC could be 1500 sq ft or more, and have direct (and barrier-free) loading from the freight dock to the trolley once the wire is strung over the House Track. But the trolley would be hidden from arriving visitors (and the curious and lost passersby and drive-bys) while waiting to load, and if we got a new passenger trolley with only steps we couldn't load passengers at the freight dock. We could rearrange the driveways to make the loading side (north side) be the 'front', but that could add a grade crossing and then visitors have to walk across our tracks to get into the VC. And which half of the Freight House should we use?

**OR JUST STAY AS WE ARE:** People (including business consultants) often ask us how we are going to grow. I think the first question is "Should we grow?" We are covering our costs, as long as we get an occasional large donation (thank you, you know who you all are!) and keep our tenants and members (remember to renew!). Folks enjoy their visits and some come back for more. Growth will be a lot of work, and we are running pretty hard just to stay where we are.

Now you know what I think, please let me know what you think, this is your museum too! Maybe you can see some possibilities we've missed?

Please let me know if you would like a copy of the text of our current Master Plan.

**Sam Bartlett**

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## TROLLEYS, STREETCARS, TRAMS

It has occurred to us that many our younger members may have grown up in a completely trolley-free world, and we are often asked why No. 10 is called a trolley car, and how is that different from something they have seen on the roads which calls itself a trolley. So maybe a little background here would be appropriate.

It all began around 1830, when some bright fellow decided to adapt that new-fangled railroad thing's ideas for improving travel in New York City, where, even with streets, it was very tedious getting around in the finest of carriages - of which few folks had such anyway. So, he figured, what would happen if we put some of these rail tracks in the street, and put special wheels on our

vehicles, so that said conveyances would ride on the rails instead of in all the mud and horse manure. Not only was the ride a bit smoother, but it was possible to travel faster with less effort for old Dobbin. The idea took off like lightning, and in no time, "street railways" employing "street cars" became all the rage.

Fast forward a few decades. By now any city worthy of the name had many miles of street railways, and also had massive horse herds - in the thousands in a decent-sized city - with all the attending problems. And in spite of the many miles of system which had grown, not much had happened to increase speed of travel. But there was hope. Electricity was showing promise of a new form of propulsion. In the 1870's a few small electric demonstration railways had been built, with an electric motor and battery power, and it all worked. But not for long, before the batteries ran down.

More tinkering went on to bypass the battery problem. One outside-the-box thinker suggested running a third rail alongside the two rails already carrying the cars, and powering it all somehow so that the batteries could be left behind. Sparks flew in the process, but it did work, after a fashion. Until some unknown hero stepped on the third rail and the ground at the same time, thereby discovering a deadly truism of electrical properties. (Of course the concept never was completely abandoned, and is still around today in places where casual strollers cannot stroll). So we have a good strategy here, guys, but it needs a new tactic to avoid killing off all the customers. Hmm...overhead wire? Yeah, that might work. But how do we connect the juice in the wire to the motors in the car?

An early attempt was a curious little wheeled "carriage" that rode on the high wire, and was dragged - or "trolled" along by a tether from the streetcar. Well, it did work, and nobody got a shock, but the pesky thing didn't really want to stay on the wire very well. The mousetrap problem was put to one side while the search began for a better troller, which produced a special wheel which ran on the underside of the wire and was attached the end of a pole. The pole in turn rode on top of the streetcar and was forced upward against the wire by a spring. Problem solved. It was not long before the word "troller" became corrupted into the word "trolley", which we use today, and fact the word "trolley" gradually came to refer to the car itself, and not just the component up under the wire.

The scheme worked so well that in 1888 one Frank Sprague decided to offer his company (Sprague Electric) to provide for the city of Richmond VA a complete system of 8 miles of electric street railway service. There was great skepticism, especially on the issue of a very steep grade on one street. (It has been reported that even Mr. Sprague wasn't really sure the hill part would work, but it did!).

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## TRANSFER



While not appropriate to the season due to lack of snowfall, here is a view of SF&C Plow No. 24 near the Grisworldville canal. No. 24 was a 4-wheeled car which could do light duty as a freight motor.

Courtesy Colrain Historical Society

(Cont'd from Page 6)

The whole world took notice here, and literally overnight, lines such as the Boston East End Horse Railway motorized their horsecars, converted them to "trolley cars", and cancelled their hay and oats orders for good.

By 1900, vast networks of electric street railways were spring up worldwide, all using the pole with the trolley wheel to safely collect the current for propulsion.

The name "trolley" for the vehicle itself was not universally adopted. In many parts of the country the name "streetcar" stuck to the beast, and in most of the British Empire the word "tram" defined the vehicle. And so it was. The "trolley" name has stuck to this day in places like San Diego, even though the wheel on the pole has been replaced by a sliding pickup device called a "pantograph". You still ride the San Diego Trolley system, and a local brewpub offers a very tasty "Red Trolley Ale".

As for the "thing with the rubber tires", we leave it to the reader to decide whether it has any right whatsoever to be called a trolley. Why, it doesn't even smell like one!

### A FINANCIAL SNAPSHOT OF SFTM

Our members have a right to know about the financial status of the organization. Here is a breakdown of the operating income and expenses for first ten months of 2007, showing the percent of largest items in each category.

**Income: \$40,650**

<b>Donations/Grants</b>	<b>22 %</b>
<b>Memberships</b>	<b>13 %</b>
<b>Rent</b>	<b>31 %</b>
<b>Tickets</b>	<b>14 %</b>

**Expenses: \$31,580**

<b>Utilities</b>	<b>9 %</b>
<b>Insurance</b>	<b>22 %</b>
<b>Debt Service</b>	<b>45 %</b>
<b>Wages &amp; Salaries</b>	<b>0 %</b>

You can see from the above that not one cent of your contributions go to enriching the people who do the work at SFTM.

Debt service includes \$1000 monthly for the mortgage on the property. This will cease in June 2018. Additional debt is a construction loan of about \$300 monthly, used to upgrade the rental property in the Agway building. It is due to be paid off in 2011, but if revenue streams hold up, it will be paid off before that.

### OLD NEWS FROM THE CONWAY DUMP

SFTM member Shirley Pelletier, while browsing at the Conway dump, discovered an intact bound 1902 volume of the *Gazette and Courier*, a Greenfield newspaper. She combed it for tidbits of rail-related items, and found the following and many more. Enjoy.

Jan. 18, 1902

The new yard office at the East Deerfield railroad yards (sic) is completed, and was occupied this week.

Jan 25, 1902

There seems to be a strong probability that an electric road from Millers Falls to Northfield will be built during the coming season...

... If the people of Northfield and those along the southern route seem disposed to give this route their moral and financial support the projectors say the road will be built. Its length would be about 10 miles with no serious engineering problems in the way of construction...

Jan. 25, 1902

*Hearing Before Legislative Committee Relative to Extension of Conway Street Railway*

The committee on Street Railways gave a hearing Wednesday on the petition of the Conway Electric Street Railway, that it may extend its tracks to the New Hampshire line through Deerfield, Greenfield, Montague, Gill, Bernardston and Northfield, with power to issue more capital stock and bonds... Ex-Representative Davenport of Greenfield was counsel for the Greenfield and Turners Falls Street Railway Co. in opposition. William H. Coolidge, counsel for the Boston and Maine Railroad, was also there in opposition...

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## TRANSFER

**SHELBURNE FALLS TROLLEY MUSEUM - 2008 MEMBERSHIP RENEWAL**

YOUR NAME(S) AND ADDRESS (PLEASE PRINT).


**Keep it simple** - if your address is correct on this mailing, then we only need your **name** filled in.

Check here if **address change** \_\_\_\_

MEMBERSHIP LEVEL - check one. (Remember - SFTM memberships and donations may be tax- deductible!!!)

- |   |      |                   |         |
|---|------|-------------------|---------|
| ___ Junior (under 18)                           | \$10 | ___ Patron        | \$100   |
| ___ Individual                                  | \$15 | ___ Bronze Patron | \$200   |
| ___ Family                                      | \$25 | ___ Silver Patron | \$350   |
| ___ Friend                                      | \$35 | ___ Gold Patron   | \$500+  |
| ___ Contributing                                | \$60 | ___ Life Member   | \$1000+ |
| <b>Additional Contribution - Car barn Fund?</b> |      | <b>\$</b>         | _____   |

Send this form with check payable to: **Shelburne Falls Trolley Museum, Inc.**

Mail to: **David C. Bartlett - SFTM**  
**44 Ashfield Rd.**  
**Shelburne Falls MA 01370**

The Shelburne Falls Trolley Museum, Inc. is an all-volunteer 501(c)(3) tax-exempt organization. Keep this in mind if your employer has a donation-matching program.

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**BALLOT - SFTM 2008 Shelburne Falls Trolley Museum**  
**Annual Meeting February 12, 2008**  
**Ballot for Elections Part 1 - Directors**

Under the current By-Laws the Board has been divided into three classes, with only one class to be voted on each year. The term for incumbents is for three years. Candidates may be assigned to other classes.

The Nominating Committee has presented the following slate of candidates who are all willing to serve on the Board of Directors. You may vote for no more than 5. If you wish to vote for a writein candidate, write the name below and mark X in box.

\*Incumbent      \*\*Candidate

- David Bartlett (Class 2)\***
- Betsy Wholey Osell (Class 2)\***
- John Pelletier (Class2)\*\***
- James Wholey (Class 2)\*\***
- Gerald Besser (Class 1)\*\***
- Write-in** \_\_\_\_\_

(See reverse side for Officer ballot, and other information)



## Ballot Information

The By-Laws of SFTM allow all memberships in good standing to vote on Directors and certain Officers. If you wish to cast your vote, please detach and mail the ballot below in time to reach Shelburne Falls by February 8<sup>th</sup> to:

David C. Bartlett - SFTM  
44 Ashfield Road  
Shelburne Falls, MA 01370

Otherwise ensure that it is received by David Bartlett prior to the Annual Meeting on February 12<sup>th</sup>. If you wish your vote to be secret, write SECRET on the postal envelope and put your ballot inside another unmarked envelope inside the postal envelope. The postal envelope must have your name and return address to allow for proper counting of votes

*Only paid-up (and Life or Honorary Life) members are allowed to vote. One vote per family or other group membership. Please check the expiration date on your mailing label. If it does not read 12/31/2008 or later, then your membership will need to be renewed when you submit your ballot. Please renew at you earliest convenience. Your support is urgently needed. Thank you.*

### Notes on Directors' Terms:

- Class 1 - Up for reelection at Annual Meeting 2010, then every three years.
- Class 2 - Up for reelection at Annual Meeting 2008, then every three years.
- Class 3 - Up for reelection at Annual Meeting 2009, then every three years.

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## BALLOT - SFTM 2008

### Shelburne Falls Trolley Museum

Annual Members Meeting Feb.12 2008  
Ballot for Elections

#### Part 2 - Certain Officers

The Nominating Committee has presented the following candidate(s) who is(are) willing to serve as the *President* of the Shelburne Falls Trolley Museum. If you wish to vote for another candidate, you must obtain prior approval from your candidate. Then write his/her name below and mark X in box. Please vote for only one person below.

**Robert G. "Sam" Bartlett\***

Write in \_\_\_\_\_

The Nominating Committee has presented the following candidate(s) who is(are) willing to serve as the *Vice-President* of the Shelburne Falls Trolley Museum. If you wish to vote for another candidate, you must obtain prior approval from your candidate. Then write his/her name below and mark X in box. Please vote for only one person below.

**David Dye\***

Write in \_\_\_\_\_

## **AND NOW - A SPECIAL SHOPPING DEAL!**

If you are an on-line shopper, you can help SFTM while you help yourself to all the great bargains. Whenever you make purchases through the SFTM website, the seller will donate a portion of the sale to SFTM with no cost to you. 1500 online stores are available through our website - something for everybody!

To get started, go to [www.stftm.org](http://www.stftm.org), click on the golden shopping bag, and help SFTM grow while you shop til you drop!



### **2008 OPERATING SCHEDULE**

OPERATING EVERY SATURDAY, SUNDAY,  
AND HOLIDAY, THROUGH THE END OF  
OCTOBER.

HOURS OF SERVICE - 11AM TIL 5PM.

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

Here is the scene at the south end of the canal in Griswoldville, showing the track. Class 4 it isn't.

Courtesy Colrain Historical Society

### **RENEWAL TIME IS HERE!!**

As indicated on your membership card, SFTM memberships expire at the end of the calendar year.

Check the mailing label below for your expiration date. If the date is 12/31/2007 or earlier, it is time to renew. A renewal form is enclosed.

We need and appreciate your support!

### **Shelburne Falls Trolley Museum**

PO Box 272

Shelburne Falls MA 01370-0272

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

