
SHALL WE RIDE NO. 10 AGAIN

YES, DAD. IT BEATS RIDING IN OUR



TRANSFER



Vol. 17 No.1 SHELBURNE FALLS TROLLEY MUSEUM NEWSLETTER SPRING 2008

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

HAPPY BIRTHDAY



The famed Bridge of Flowers, once the SF&C's crossing of the Deerfield River in Shelburne Falls, will be one hundred years old come Fall.

As some of our readers know, the original route of the SF&C in the village lay on the Shelburne side of the river, while the Fitchburg Railroad was on the Buckland side. For passengers wishing to travel, say, from Colrain City to Boston, there would have been either a carriage ride or a hike from the trolley stop to the train station - not a user-friendly arrangement. Then there was the matter of freight.

A large portion of the SF&C's business was in hauling freight in and out of the North River valley. Cotton and coal going in to the numerous mills, cotton goods and agricultural produce coming out - and nearly all destined for the railroad across the river. All this meant that everything had to be transferred between the two companies by means of teams and wagons, which were hired by the trolley company.

(Cont'd on Page 4)

FROM THE PRESIDENT

In the last Transfer I talked about our future planning. Unfortunately several of our winter meetings got snowed out, so your Board of Directors didn't get as much accomplished as we wanted to. We did have some good discussions and will continue throughout our upcoming meetings. To help focus our efforts I put together a 'survey' for the Directors. I have excerpted some of the questions below, those relating to Members and Visitors. I think that we are so involved with the museum that it is hard to see it through the eyes of our visitors, and was hoping that some of you could mull these questions over and give us your opinion. Note that this isn't any sort of formal vote; we are looking for feedback and input for our discussions. The questions don't represent my or anyone else's perspective, they are meant as 'jumping off' points for discussion. If you would like to give your feedback on any of these items, I'd be glad for an email, call or face-to-face discussion. To keep the discussion 'on track', I've included the museum's Mission Statement.

Mission Statement (Approved 5/27/2001)

To preserve railroad and trolley history and artifacts, especially of the Franklin County, Massachusetts area, and to educate the public about these artifacts and historical information through collection, restoration, display, demonstration and interpretation.

This mission is carried out by:

1) Preserving railroad and trolley history and artifacts by collecting, restoring and displaying trolley cars, locomotives, rolling stock, tools, equipment, photographs, ephemera and other items associated with the purpose, use, operation, function, study and enjoyment of railroads and trolleys.

(Cont'd on Page 5)

DIRECTORS AND OFFICERS - 2008

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
Gerald Besser
Alden Dreyer
David Goff
John Pelletier
Shirley Pelletier
James Wholey

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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.

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 110 current active memberships. Most membership levels cover two or more members, so our total membership is probably well more than twice the number above. We now have 5 Life Members.

Welcome More New Members

Doris and Russell Stephens - Brattleboro VT
Jeff Brous - Stanfordville NY
Michael Ash and Krista Harper - Amherst MA

Carbarn Fund Donors

John Cratsley
Joseph Kelly
Arthur Mitchell
James Lowe
David Dye
Amos Hewitt
Roger Parland
John Yerkes
Everett Baker
Bill Kaiser
David Goff
Gerhardt Postpischil
Dan Moscato
Cathy Buntin

SIGNING 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 by 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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UMASS SPRING PROJECT

The UMass Department of Civil and Environmental Engineering has sent another group of Seniors to fulfill CEE 486, a real-life course. SFTM, the "client", gave them parameters of two projects, and requested certain results.

There were 36 students, who were divided into 12 teams, each to work independently of the others. The projects were 1) to work up complete structural designs for our proposed carbarn (this was somewhat of a repeat of what last fall's class did, but with more specific criteria), and 2) to work up our proposed extension down into the village. This part involved track design, environmental issues, parking and traffic studies, wall stability, and options regarding the terminating point of the extension.

Each group made a presentation of its results recently. Sam and I were invited to attend and to comment. Plans and other data are to be supplied to SFTM soon. This material will be very useful should we find an opportunity to apply for grants for the projects.

WORKING ON THE RAILROAD

Have you ever wondered, if you chose to volunteer at SFTM, what would be expected of you? Let's look.

First of all, we do not expect you to put all your spare time into it all. That job is left to a chosen few.

Each operating day is divided into two shifts. The first runs from shortly before 11am to 2pm. The second runs from 2pm til 5pm. You are not expected, except for a further chosen few, to work every shift on every day. Some choose to work one shift a week, some do more, and others do less. It all helps keep the place going. You sign up and come in when you can. It is useful that you come in often enough that you don't get rusty.

You will be trained thoroughly before you will be left on your own.

So, here's where we really need help:

The **Passenger Services** section handles the retail end of the business. You could become a Passenger Agent, and would help selling tickets and merchandise and keeping records. You would be the first interface between the public and SFTM. You'd need to have answers to a few basic questions, like, "where's the rest room?", but you wouldn't be expected to know what color the next train on the big railroad outside would be. It's a good job for anyone who enjoys working with people.

The **Operating** section runs the trolley. Normally there are two people on the car, the Conductor and the Motorman (some of the latter being women, but the hat badges were made 100 years ago, so we go with tradition). The Conductor is in charge of the car, punches tickets, gives a talk about the trolley, and throws the drunks off at speed. The Motorman operates the car - learning how is very easy. No clutch, no steering wheel!

Then there are other opportunities. We need people to paint. We need people to restore equipment, fix track, chop weeds, and whatever else needs doing around the place. There are no formally scheduled time for these jobs. And if by any rare chance you happen to be a grant writer with a solid track record.....!!

If you can help, please let us know. See Page 2.



What will they think of next!!

TRANSFER

As business grew, the managers of the SF&C realized that all this hauling was taking quite a bite out of the company's coffers. A bridge would go a long way toward solving the problem.

With a decade of numbers to browse through, the company determined that a bridge, even though a big-ticket item, would be a good investment, as it turned out to be.

In 1906 the SF&C arranged for an engineering survey and preliminary design for the bridge. The locals were skeptical of the scheme. By 1907, though, the two towns had allowed the SF&C to proceed, although the Buckland selectmen required that a special, expensive type of rail be used in the streets. Meanwhile, bids went out for bridge proposals, with both traditional steel and somewhat innovative concrete designs to be considered.

Fred T. Ley & Co., of Springfield, won the bid, proposing a five-arch reinforced-concrete bridge, and at the end of July 1908, work began. With the help of the power dam operators in the area, the river was drawn down as much as possible, and by the end of September the basic structure of the bridge was nearly complete!

The "Shelburne Falls Messenger" reported on November 11, 1908: "The first power-driven car crossed the new bridge...". Of course there was still work to do before regular service began - the track and overhead needed to be completed up Depot Street into the railroad yard. According to the "Messenger", regular service began in early February of 1909. Now that provisions were in place for handling steam-railroad freight cars, it would be necessary to acquire something more robust than good old No. 10, as well as to strengthen some of the bridges along the existing line.

On May 29, 1910, No. 25, the "Big Car", another Wason-built, arrived. This car was equipped with standard freight couplers (as opposed to the link-and-pin type that SF&C used with its own 4-wheel freight cars) and air brakes. Two days later No. 25 hauled a 40-ton coal car to Colrain. The bridge brought even greater prosperity to the SF&C. The sky was the limit.

Then along came Henry Ford.



The photo at the head of this article shows No. 10 moving one of the little boxcars across the bridge, suggesting that this might have been taken when the bridge was brand-new, and possibly before No. 25 had appeared on the scene.

Trolley Crew Needed!

On April 19 we had our annual Training Day. There was a great turnout and some very useful discussions and demonstrations as we shook off the winter's rust from our minds. We have 13 regular crew members, which means each has to work twice a month to cover two "tricks" (railroad talk for "shift") every weekend. When some are off for vacation it gets a bit tighter. What I'm coming around to, of course, is that if you'd like to help out as a trolley motorman/woman or conductor, we'd be glad to have you join the crew. Check out our new "Join our Crew" page at <http://www.sftm.org/crew.shtml> for more details. We are glad to take on new crew members any time of year.

Painters/Carpenters/Laborers Needed!

John Pelletier has been determinedly working on the interior and exterior of the caboose. Dave Goff, Jerry Besser, Sam Bartlett, Dave Dye, John Greene, Nancy Parland and Polly Bartlett and Phil Johnson have been fixing track, clearing brush and cleaning up the yard. Polly, Marie Betts and Stan Perry have been scraping and painting the pump car. Sam and Jerry have been fixing trucks. But they've all left some work for you! We haven't even started on all the carpentry work and painting that the freighthouse needs this summer, or getting the rest of the Main Track ties changed. We need help smoothing out the grounds to make them mowable, cleaning up the freighthouse dock, painting the caboose, scraping and painting the front porch, sorting scrap metal, etc., etc. Mowing season has started! See <http://www.sftm.org/crew.shtml> for more information. We have a project for nearly everyone, whether you want to be a helper for one day or take on an entire project, call Sam at 413-624-0192 or email sam@sftm.org.

Space Available

We have a nice finished 600 sq ft space behind the Visitors Center available for rent for an Office, Studio or Retail operation. It has two accessible restrooms, ramp, plenty of parking, hardwood floors, sloping 10' to 12' ceiling. \$725/mo includes electricity, water, sewer; space is heated, tenant buys the propane. Call Sam at 413-624-0192 for more information.

Sam

In Perspective

Recently your Editor was traveling on Amtrak's Empire Builder, with scanner at hand. At one point a trackside defect detector broadcast the train length. 1100-plus feet. Just about the entire extent of SFTM's main line!

(President- Cont'd from Page 1)

2) *Recreating the experience of an early-1900's rural street railway by giving rides on our demonstration railway on restored trolley and railroad equipment. The rides include interpretive talks on the history and uses of the equipment, the importance to the community of the services the railroad and trolleys provided and their role in the development of the community.*

3) *Offering educational programs to area schools and organizations about the history of the local trolley and railroad operations.*

4) *Restoring and maintaining the historic freight house and yard to demonstrate their significance on the community.*

The Museum's Mission Statement is intentionally broad and without specifics or details, allowing the Museum, through its Board Of Directors, to choose various appropriate methods to carry out its Mission. Assuming that the Museum's Mission is never 'accomplished' and that the Museum will always be working to carry out its Mission, and assuming that a Mission Statement is a suitable tool for long-range planning for the Museum, please indicate your agreement with the following statements:

0 = No opinion, 1 = Strongly Disagree, 2 = Disagree, 3 = Neutral, 4 = Agree, 5 = Strongly Agree

General

___1)The current Mission Statement is appropriate and suitable for the Museum.

___2)The Museum is doing a good job of carrying out its Mission.

Members

___3)The Museum's members are an important asset.

___4)The Transfer is a useful tool for carrying out the Museum's Mission.

___5)Trolleyfest is a useful tool for carrying out the Museum's Mission.

___6)Member's Day is a useful tool for carrying out the Museum's Mission.

___7)The Museum should have more events like Trolleyfest and Members Day.

___8)The meal is an important part of events like Trolleyfest and Members Day.

Visitor Experience

___9)Visitors feel welcomed by, and attracted by,

the appearance of the Museum when they arrive.

___10)Visitors find the Visitors Center welcoming, educational and informative.

___11)Visitors feel welcome by the Museum's staff.

___12)Visitors expect to have a gift shop.

___13)The gift shop has an appropriate collection of items for sale.

___14)The Visitors Center needs more hands-on activities.

___15)The Transportation Bulletin article on the SF&C should be updated and republished.

Operations

___16)The current operation of No. 10 successfully carries out the appropriate sections of the Mission Statement.

___17)The volunteer trolley crew successfully carries out the appropriate sections of the Mission Statement.

Your thoughts are welcome, you can list the question numbers and your response in an email, or send me comments on specific questions. It is your museum. Let us know what you think!

Sam Bartlett - President

ANNUAL MEETING

In the face of yet another nasty February snowstorm, your Board and a few bold members met to elect Directors and Officers. See Page 2 for the results. For the first time in many years the BOD now has 12 active Directors, the maximum allowed under the By-laws.

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 - there's something for everybody!

To get started, go to www.stftm.org, click on the **golden shopping bag**, and help SFTM grow while you shop til you drop!

TRANSFER

2008 OPERATING SCHEDULE

OPERATING EVERY SATURDAY, SUNDAY,
AND HOLIDAY, 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.

LOCAL SPONSORS FOR 2008

Christopher's Restaurant

IS YOUR MEMBERSHIP CURRENT?

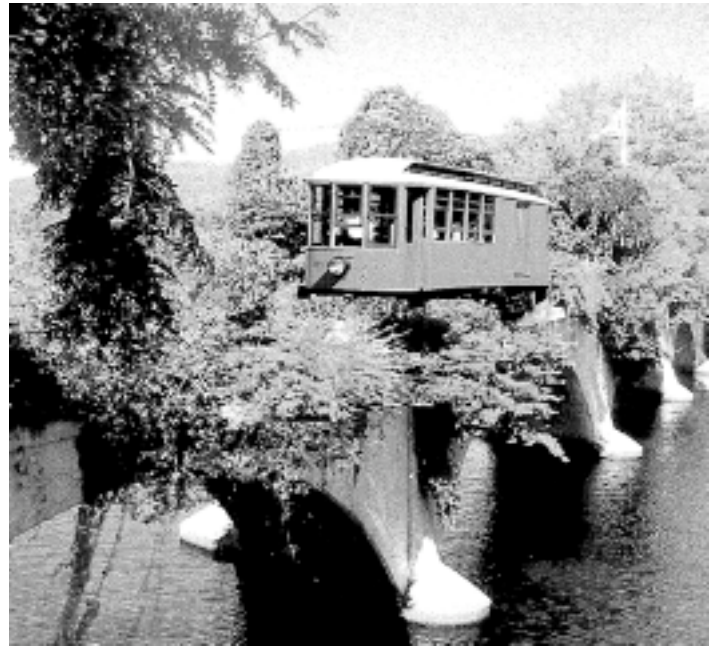
As indicated on your membership card, SFTM memberships expire at the end of the calendar year.

Check the mailing label below for your expiration date. If the date is 12/31/2007 or earlier, your membership has expired. A renewal form is enclosed if you are not current.

We depend on our members for our continuity.
Please don't expire on us!!

**TROLLEYFEST 2008
SATURDAY JUNE 21 IS THE DATE
RAIN OR SHINE**

There will be a repeat visit of the Civil War enactors, caboose rides, and more. A meal is being planned for mid-day. For details as they develop, please check our website - www.sftm.org



What If?

A Fantasy(?) by Peter Johnson

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