

TRANSFER

VOL. 19 - NO. 2 SHELburnE FALLS Trolley Museum Newsletter
SUMMER 2010

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

From The President

Word of Mouth: Many of our new guests tell us that they heard about SFTM from friends who recommended visiting us. You can help with this no-cost promotional technique in two ways. First, obviously, is to tell everyone you know about SFTM and the enjoyable afternoon a family can have here. Don't oversell us, just tell it like it is. (If you feel that SFTM isn't worth a visit, please tell me why, sam@sftm.org!)

Secondly, you can write reviews on online travel sites like yelp.com or googlemaps.com or mylocal.com, or send us a review to include on our website. Include us in your blogging, if relevant, or mention us on Facebook (search for "Shelburne Falls Trolley Museum"). Link to www.sftm.org whenever you can, see our Links page for a recommended description.

Events: See Page 6 for **Member's Day** details. Also, on Saturday Sept 11 our pump car will be at the **Glory Days Festival** in White River Jet VT, along with other railroad and history displays and activities, see <http://www.glorydaysoftherailroad.org/> for details. Saturday Sept 18 is the **Salmon Falls Street Fair**, make a day of it in Shelburne Falls, not only trolley and pump car rides, but "Live music, vendors, street performers, children's games and much more." down by the Potholes. We'll be doing 'Nickel Ice Cream Cones' again in the afternoon, thanks to Snow's Ice Cream. And don't forget **Moonlight Magic** on the evening of Nov 26, right after Thanksgiving, with holiday lights and entertainment. This chance to ride No 10 in the evening, all lit up, and to warm up in the caboose, is a seasonal favorite of many. Check www.sftm.org for updates on all these events.

Trackwork: Now that the heat of summer is easing and vacations are nearly over, we will be starting a trackwork project at the museum. Contact me at sam@sftm.org or 413 624 0192 and let me know what days you would be available to help us move a switch.

Financial Summary: Ridership is down about 10% as of the middle of August (hot July, poor economy?). On the up side, our costs (especially our big ones, mortgage and insurance) have stayed steady and we currently have all our rentable space occupied so we are slowly accumulating a cushion in the bank for rainy days. As always, donations, either specifically for the car barn, or for the general fund, are appreciated at any time.

Carbarn Progress: We are working with Chris Farley of Austin Designs (in Griswoldville) to get through the building code and permitting issues for our 40'x50' carbarn, to be sited where the small wooden building and the pump car shed are now. This building will be a clear-span metal building, with attention to making it not look like a modern metal building. It will be two tracks wide and initially one car long (total of two cars), but sited so that in the future we can extend it for a total of four cars.

The project is planned in phases, so that we can begin track and foundation work before we have all the needed funds, estimated to be \$150,000.

There are some projects that need to be worked on in conjunction with the carbarn project, like assembling and installing the overhead wire brackets on the poles on the House Track, that are waiting for the right person (maybe you?) to step forward and take on the project.

And, of course, we have a lot of money to raise to be able to finish this carbarn. As of our last report we had \$11,234 in restricted funds already donated for this project. There are additional unrestricted reserves that can be applied as needed, currently about \$5000, so we have about one-tenth of what this total project may cost already on hand. Grant applications for carbarn funds will be going out soon. As always, we appreciate any donation you can make to the **Car Barn Fund**, or to the General Fund.

Fitchburg and Leominster Street Railway No 60: To refresh your memory, F&L No 60 is a 1904 Wason trolley currently residing as part of a building in Ashburnham. The board intends to keep No 60 in place for the time being, since it is protected from the elements where it is. Once we can keep it under cover in the new carbarn we intend to move here to begin restoration of the beautiful mahogany marquetry interior.

Motors: The second spare motor for No 10 has been overhauled. The plan is to replace the in-service motors with the overhauled ones and eventually get the present motors overhauled as well. The **Motor Fund** is also awaiting your generous donations!

Sam

INSIDE

Tales of Two Stations – Pages 3 through 5

DIRECTORS AND OFFICERS - 2010

Officers:

President - Robert (Sam) Bartlett
Vice President - David Dye
Clerk - David Bartlett
Treasurer - Betsy Wholey Osell
Chair of Board - David Dye
Assistant Clerk - Gerald Besser
Assistant Treasurer - Shirley Pelletier

Directors:

Alden Dreyer
David Goff
John Pelletier
James Wholey

CONTACT US

Phone: 413-625-9443
Email: trolley@sftm.org
Snailmail:
Shelburne Falls Trolley Museum
PO Box 272
Shelburne Falls MA 01370
Web: www.sftm.org

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 privileges.

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 120 current active memberships.

WELCOME MORE NEW MEMBERS

These folks have joined SFTM since the last TRANSFER was sent out:

David Barten – Conway MA
Cynthia Clifford – Shelburne Falls MA
Catherine Bannon – Lincroft NJ
Peter Purdy – Hawley MA
Reba-Jean Pichette – Deerfield MA
Jane Trombi – Turners Falls MA

THE CARBARN FUND

At last report there was over **\$11,200** in the fund. It is hoped that in the coming year plans can be completed and estimates can be obtained. Grants are being pursued at this time. Donations are very much welcomed.

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.

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.

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.

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

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!

THE NEW UNION STATION AT SHELBURNE FALLS

The Boston and Maine Railroad's 78th annual report for the year ending June 30, 1911, tells us that a new passenger station was put into service at Shelburne Falls, Mass. Before examining train service available during that month nearly a century ago, let us look at the historical fundamentals.

On 10 May 1848, the Troy & Greenfield Railroad received a charter to build from Greenfield to the western state line. Interestingly, the incorporators were back on 17 April 1849 to obtain permission to locate in Ashfield and Plainfield, in addition to the 15 towns already listed in their charter. The problem was Hoosac Mountain and nearly no one was going to invest gold dollars in trying to drill a hole nearly five miles long thru what was said to be solid rock.

Apparently, routing via Deerfield, Conway, Buckland, Ashfield, Plainfield and Savoy to get down into North Adams held little appeal either, so in 1854 a loan of \$2,000,000 was obtained from the Commonwealth of Massachusetts. This allowed for the first land purchase in 1855 and work began on the Hoosac Tunnel. The money was soon gone, with little progress to show for it, and the State foreclosed and took over the railroad project during the U.S. Civil War. When the war ended, the work was pursued energetically, with mixed results, until a contract was signed with an experienced and competent Canadian firm.

In the meanwhile, the inhabitants of the Deerfield River valley had been waiting for nearly a generation for the railroad to arrive. Railroading began in Massachusetts in 1833, with three companies in full steam two years later, and by 1866, 60 car freight trains were rumbling thru Pittsfield as that city celebrated 25 years of rail service. Finally, in October 1867, the train arrived in Shelburne Falls, off Conway Street in Buckland. Quite a distance from the original location line that would have located it off Maple Street in Shelburne. But building thru Conway, with a flimsy trestle at Bardwells, was cheaper than a much better engineered line that remained in Deerfield and Shelburne before entering Charlemont.

We are told that when that first Vermont & Massachusetts RR train finally did come to Shelburne Falls, the village was ready with a completed freight house, passenger station, enginehouse, turntable, and water facilities. Exactly when these building were constructed I can not say. What is known is that when Governor Bullock arrived on a cold, miserable fall day in October 1867 to welcome the railroad to Shelburne Falls, an estimated 2,000 folks showed up in the mud and rain to hear him speak from our freight house platform.

That first passenger station served well for some 42 years and in 1881 became a union station as it began serving stopping trains operated by the New Haven & Northampton Railroad as they went thru on their way to North Adams. By 1909, the New York, New Haven & Hartford RR Company controlled a steel empire that extended from Lake Ontario and New York City to Mattawamkeag, Maine. This included the New York, Ontario & Western, Boston and Maine and Maine Central Railroads. Fortunately for the people who used the Shelburne Falls depot, the BOSS man, John Pierpont Morgan, was very passenger train

oriented. Why not? That is where the New Haven earned half its revenue, or more.

For the year ending June 30, 1910, the B&M had an operating ratio of 72.27%, so there was cash flow available for investment. But also many demands needed to be met. Horsepower was first and in the ensuing year the B&M purchased 155 steam and 5 electric locomotives. 207 new passenger cars were added along with several thousand freight cars. Block and train order signals once again absorbed much of the line's annual capital budget, as did electrification of the Hoosac Tunnel. And many bridges needed replacement or strengthening to accommodate heavier locomotives. But still, money was found for a new, bigger union station at Shelburne Falls, as it was obvious that with the new trolley bridge opening in February 1909 that a busy place would become busier still. The old depot's fate is not clear.

RIDING THOSE TROLLEYS & TRAINS IN JUNE 1911

In June 1911, 15 cents would take you on No.10, or one of the 3 other closed and heated cars, or the breezer, from Colrain to the new union station at Shelburne Falls. Just for the record, at the end of the year ending 30 June 1911, the Shelburne Falls & Colrain Street Railway Company had carried 211,177 passengers and showed an operating ratio of 63.58%. Operating ratios are much more important than profit or loss, as a favorable operating ratio of under 80%, if sustainable, will retire almost any amount of debt. So you are now in the new depot? Where do you want to go next?

Study the chart on the Page 5 for eastbound and westbound arrivals and departures and you can learn a lot. Buckland was the first station 2.82 miles to the west, with Charlemont 6.02 miles beyond Buckland. To the east, Bardwell was 4.96 miles down Conway Hill, with South River 1.51 miles beyond. Conway station would be just about 6.5 miles east of Shelburne Falls on the New Haven road.

First you look for school trains. That would be Nos.14 & 7. No.14 left Rotterdam, except Sunday, at 4:40 AM, stopped at Hoosac Tunnel for Rowe students at 7:01 AM, Zoar at 7:07 AM, Charlemont at 7:14 AM, Buckland 7:23 AM, Shelburne Falls 7:31 AM, Bardwell 7:39 AM, West Deerfield 7:47 AM, and arrived Greenfield 7:55 AM. It most likely picked up students for Arms and Deerfield Academies and perhaps Greenfield High School, and perhaps cans of milk and cream. No.7 left Greenfield, except Sunday, at 3:27 PM, West Deerfield 3:36 PM, South River 3:40 PM, Bardwell 3:43 PM, Shelburne Falls 3:54 PM, Buckland 4:00 PM, Charlemont 4:11 PM, Zoar 4:17 PM and Hoosac Tunnel 4:27 PM. School trains were important! When seriously delayed, the superintendent's office had to call out extra trains to protect the service.

So you say you want to go from Shelburne Falls to Boston at 12:10 PM. Good choice because you can have an early lunch in the village and Greenfield being the next stop tells us that this train does not stop often. It leaves Albany at 9:35, except on Sunday, and you will arrive in Boston at 3:45 PM.

(Cont'd on Page 5)

WHAT THEY LOOKED LIKE

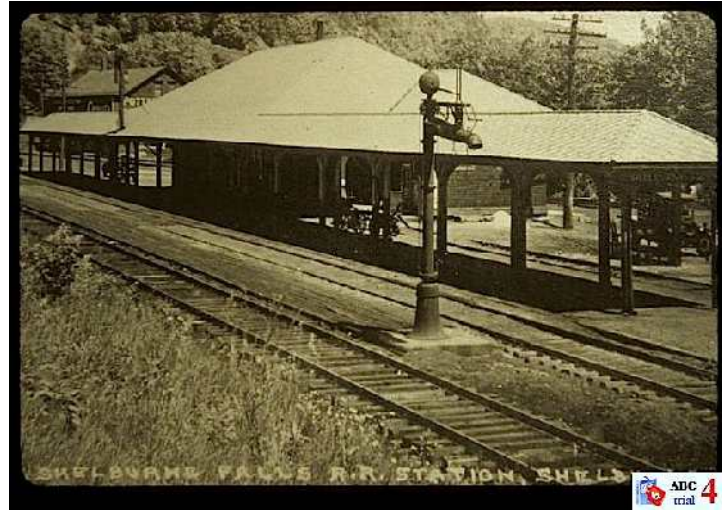


THE ORIGINAL

The original 1867 railroad station in the village, on the Buckland side of Shelburne Falls. In the background, across the Deerfield River, is the Shelburne side of town. Many of the buildings in this picture are still there. Also there, but hard to discern, is SF&C Car No. 10, on its original route on Deerfield Avenue. This helps date this picture: after 1896, when the trolley line opened, but before 1909, when the Bridge of Trolleys was opened, resulting in the abandonment of the track on Deerfield Avenue and the beginning of trolley service directly to the station.

come. The automobile was still in the novelty stage. Few imagined that an alternative travel by rail was about to emerge with a vengeance. Thus the plan for the new station made a great deal of sense at the time.

Note the roof of a building just beyond the station. It still stands, having morphed from a grain warehouse into the present Shelburne Falls Artisans Showroom. Also note the coaches on the stub track on the near end of the station. Probably NYN&H cars, whose service terminated here.



ANOTHER VIEW OF UNION STATION

Obviously not train time. Contrast this with the picture of the original station where a modest crowd anticipates the arrival of the train.



THE NEXT (AND LAST)

With as many as 14 round-trips a day on the SF&C now arriving on the Buckland side of the river with direct access to the passenger trains of both the Boston & Maine and the New York New Haven & Hartford lines, the time for a bigger station had



VIEW FROM WEST END

In this view we can get a sense of the size of the waiting room, which was indeed ample. In a future issue we hope to run the floor plan of the building from original blueprints which SFTM has recently acquired.

SHELBURNE FALLS UNION STATION

JUNE 1911

ARRIVALS, WESTBOUND, FIRST CLASS:

Train No.	Origin	Previous Station Stop	Days	Time	Notes
11	Boston	South River	Ex. Mon.	4.10 A.M.	flag
25	Boston	Bardwell	Ex. Sun.	9.09 A.M.	
1104	New Haven	Conway	Ex. Sun.	11.05 A.M.	
9	Boston	Bardwell	Ex. Sun.	11.13 A.M.	
5	Boston	Greenfield	Ex. Sun.	1.11 P.M.	
157	Boston	Bardwell	Sun. Only	1.32 P.M.	
7	Boston	Bardwell	Ex. Sun.	3.54 P.M.	
1	Boston	Greenfield	Daily	4.27 P.M.	
1110	New Haven	Conway	Ex. Sun.	7.20 P.M.	
3	Boston	Greenfield	Daily	8.07 P.M.	
21	Boston	Greenfield	Daily	9.52 P.M.	

ARRIVALS, EASTBOUND, FIRST CLASS:

20	Albany	Charlemont	Ex. Sun.	2.31 A.M.
6	Rotterdam	North Adams	Daily	6.41 A.M.
14	Rotterdam	Buckland	Ex. Sun.	7.31 A.M.
8	Troy	Charlemont	Ex. Sun.	10.39 A.M.
12	Albany	Charlemont	Ex. Sun.	12.10 P.M.
176	Troy	Buckland	Sun. Only	1.06 P.M.
4	Rotterdam	North Adams	Daily	3.07 P.M.
2	Albany	Charlemont	Daily	4.42 P.M.
10	Albany	Buckland	Ex. Sun.	5.57 P.M.

DEPARTURES, WESTBOUND, FIRST CLASS:

Train No.	Destination	Next Station Stop	Days	Time	Notes
11	Albany	Charlemont	Ex. Mon.	4.10 A.M.	flag
25	Albany	Buckland	Ex. Sun.	9.09 A.M.	
9	Troy	Buckland	Ex. Sun.	11.13 A.M.	
5	Albany	North Adams	Ex. Sun.	1.11 P.M.	
157	Albany	Buckland	Sun. Only	1.32 P.M.	
7	Troy	Buckland	Ex. Sun.	3.54 P.M.	
1	Rotterdam	North Adams	Daily	4.27 P.M.	
3	Rotterdam	Charlemont	Daily	8.07 P.M.	
21	Rotterdam	North Adams	Daily	9.52 P.M.	

DEPARTURES, EASTBOUND, FIRST CLASS:

20	Boston	Greenfield	Ex. Sun.	2.31 A.M.
6	Boston	Greenfield	Daily	6.41 A.M.
14	Boston	Bardwell	Ex. Sun.	7.31 A.M.
1107	New Haven	Conway	Ex. Sun.	11.20 A.M.
8	Boston	Bardwell	Ex. Sun.	10.39 A.M.
12	Boston	Greenfield	Ex. Sun.	12.10 P.M.
176	Boston	Bardwell	Sun. Only	1.06 P.M.
4	Boston	Greenfield	Daily	3.07 P.M.
1113	New Haven	Conway	Ex. Sun.	4.15 P.M.
2	Boston	South River	Daily	4.42 P.M.
10	Boston	Bardwell	Ex. Sun.	5.57 P.M.

Note: psgrs. wishing to board No.19, The National Express, to Rotterdam, take No.21 to North Adams.

(Cont'd from Page 3)

Yes, you can usually drive from Shelburne Falls to North Station in 3 hours and 35 minutes in 2010, but do not count on it! The June 1911 Official Guide tells us that No.12 has a Parlor Car from Albany. Dining Car from North Adams. Coaches from Albany. Sleeping car from Chicago, via Erie and D&H RR's.

You paid 15 cents to ride on the trolley down from Colrain this morning. About 2 cents a mile for the 6.95 miles. Steam railroads are more expensive of course, usually 3 cents a mile. So plan on \$3.50 for your 118.65 mile ride to Boston. Add \$1.00 if you want a seat in the parlor car. Add another \$1.00 for lunch in the diner if you so please. Interestingly the Guide says No.12 leaves at 12:06 PM. The employees' timetable says 12.10. The railroad wants you to be on the platform a few minutes early.

So you are westbound for Chicago? If you go coach all the way, then you will change in Rotterdam Junction or Albany. Sleeping car? Then your choices are No.1 at 4:27 PM, No.3 at 8:07 PM or No.21 at 9:52 PM, all running daily, with sleeping cars going thru via the West Shore and Wabash Railroads. How to choose? No.1 has a tourist car Monday thru Saturdays, alternating every other day between the Wabash and Nickel Plate roads. Tourist cars are somewhat cheaper than a regular sleeper. And liable to be noisier and less comfortable, but they do have a representative in each car.

Chicago would be about 900 miles from our Union Station. Look for a fare of about \$27.00 for transportation, but that is just a guess. If there is a lot of competition this year, it could be much less. During rate wars, railroads reduced coach fares to as little as a dollar from New York City to Chicago. A lower berth would add \$5.50, an upper \$4.40, want both? Then \$9.90, or splurge on a drawing room at \$20.00. All those fares were set by the Pullman Company, which had a monopoly of sorts on sleeping and parlor cars.

Happy time travels !

Alden H. Dreyer, SFTM Historian

TRANSFER

2010 OPERATING SCHEDULE

**BEGINNING ON MEMORIAL DAY WEEKEND,
OPERATING EVERY SATURDAY, SUNDAY, AND
HOLIDAY, THROUGH THE END OF OCTOBER.
HOURS OF SERVICE - 11 AM TIL 5 PM.**

**MEMBERS DAY 2010
SATURDAY SEPT. 25**

In appreciation of our members, there will be an informal lunch exclusively for you and your guests. Furthermore, there will be no charge for this lunch.*

We will be serving pizza (assorted toppings, including vegetarian), a salad, dessert, and beverage, starting around noon.

Advance reservations will be much appreciated, so that suitable quantities of goodies can be prepared in time. Please reserve by Sept. 21, either by email: **dbartlet@crocker.com**. or by phone (leave a message) at **413-625-9443**. Indicate number in your group.

Caboose rides will be offered all day. At 2:00 pm, weather permitting, a guided tour will be available to the site of the New Haven's huge bridge, the route of the Conway Electric Street Railway, and Conway station. This is an area which continues to fascinate railroad archaeologists. Not to be missed!

* A modest donation would be appreciated.

OUR CORPORATE SPONSORS

**THESE FOLKS HELP SFTM -
SHOW YOUR APPRECIATION BY
PATRONIZING THEM!**

**CHRISTOPHER'S
SNOW'S ICE CREAM
VILLAGE RESTAURANT
WALTER'S PROPANE
WEST END PUB**

Shelburne Falls Trolley Museum
PO Box 272
Shelburne Falls MA 01370-0272

413/625-9443 www.sftm.org/

