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## VOL. 20 - NO. 2 SHELburnE FALLS Trolley MUSEUM NEWSLETTER

SUMMER 2011

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

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### PRESIDENT'S REPORT

Thanks to Amherst Railway Society for a \$3000 grant toward the Car barn project. Every winter ARS puts on the huge Railroad Hobby Show at the Eastern States Exposition Fairgrounds. This largely volunteer effort brings over twenty thousand visitors and generated \$49,530 this year for funding ARS's generous grant program. The Car barn Fund now stands at nearly \$16,000. To see our plans, go to [www.sftm.org/carbarn.shtml](http://www.sftm.org/carbarn.shtml).

The car barn track project was completed in time for Trolleyfest. Thanks to Dave Goff, Dick Moore, John Greene, Dave Bartlett and student volunteers. Dave Dye and Sam Bartlett collected over 3200 pounds of 'light iron' scrap from the yard, along with some donations from Tony Jewell and David Bartlett. When we got to the scrap yard, only Dave was allowed to take the trailer in for unloading, so he got his weight lifting in for the week in one hot 90-minute session! This generated \$300 for the museum.

Dick Moore, Sam Bartlett, Chris Martin and some other volunteers continue to work on the freight house. More of the windows are painted, and the rake board along the parking lot has been straightened and primed. The trim around the east-end overhead door has been repaired and work progresses on replacing and repairing the clapboards on that end.

Joe Albano swapped a working tall switch stand from his collection for our frozen up one. We hope to get this and the new head blocks installed on Switch 1 this fall, let us know if you'd like to help!

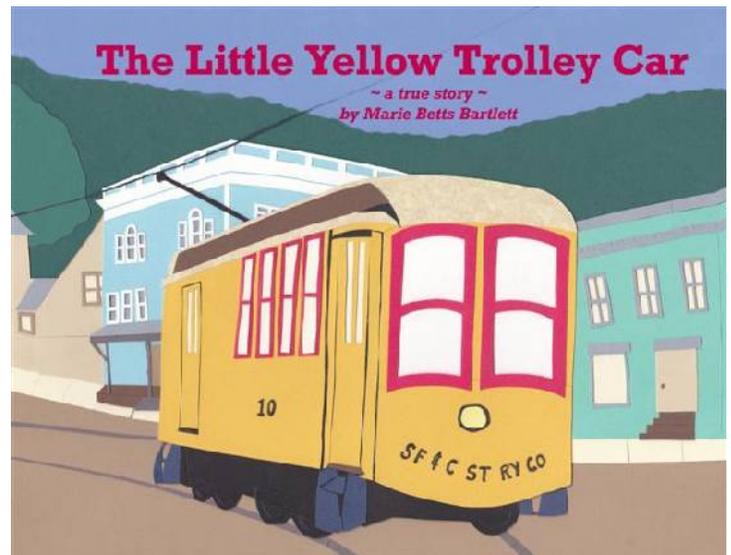
Recently the board approved spending up to \$8000 from our reserves to acquire used track materials from the MBTA. This should include some No.5 turnouts that we need for the car barn approach tracks and that are hard to find.

Dan Stark has donated a 1.5" scale, 7.25" gauge steam locomotive 'project'. This "Live-Steam" Atlantic 4-4-2 model has a boiler and running gear, but no cab, rods, backhead, etc. Three partly completed cars are included. We are selling this and the entire proceeds will go toward track and car barn projects at SFTM. See [www.sftm.org/livesteam.shtml](http://www.sftm.org/livesteam.shtml) for more details and pictures, or ask to see it on your next visit.

As of mid July, ridership was 13% above last year, but still trailing 2007, our best year.

Marie Betts Bartlett has written, illustrated and published *The*

*Little Yellow Trolley Car ~ a true story* featuring, you guessed it, No 10. Irmarie Jones called it a "true-life fairy tale." This delightful children's book is available at our TrolleyStop gift shop and local bookstores, and you can see some of the colorful illustrations at [www.thelittleyellowtrolley.com](http://www.thelittleyellowtrolley.com).



Brian Donelson's *The Coming of the Train Vol II* is also available at the TrolleyStop gift shop. This fascinating and comprehensive look at the years 1910 to 1922 on the Hoosac Tunnel and Wilmington and related railroads, industries and hydro-electric projects.

*Sam*

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### HOT IRON!

John Boyd's ornamental ironwork, crafted using old railroad spikes and other scrap steel, is in stock now at SFTM. Hooks, hook racks, sconces, musical notes, and numerous other items are in stock.

Stop by. Add a railroad motif to your décor!

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## DIRECTORS AND OFFICERS - 2011

### Officers:

President - Robert (Sam) Bartlett  
Vice President - David Dye  
Clerk - David Bartlett  
Treasurer - Betsy Wholey Osell  
Chair of Board - David Dye  
Vice Chair – Alden Dreyer  
Assistant Clerk – Reba-Jean Shaw-Pichette  
Assistant Treasurer - Shirley Pelletier

### Directors:

Gerald Besser  
David Goff  
Anthony Jewell  
William Kaiser  
James Wholey

## CONTACT US

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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](mailto: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 privileges..

**Patron** (PA,BP,SP,GPLM,HL) (\$100 and higher)  
No set limit to number of guests you may bring when you visit SFTM.

## MEMBERSHIP REPORT

At this writing, SFTM has 120 current active memberships.

## WELCOME MORE NEW MEMBERS

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

John Atherton - Poughkeepsie NY  
Evan Berkowitz – Sudbury MA  
Richard Moore – Shelburne Falls MA  
Virginia Sullivan – Conway MA  
Robert Long – Harwich MA  
Marge Choquette – Florence MA  
Jordan Helzer – Amherst MA  
Debra Thompson and Jane Pearson – Hadley MA

## THE CARBARN FUND

The following members have donated to the Car barn Fund since the last **TRANSFER** went out:

Anonymous  
Evan Berkowitz  
Joseph Kelly  
Harvey Allen  
Frank Mainville  
Peter Munk  
James and Diantha Wholey

## 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. What's more, **eTRANSFER** comes out in **full color!**

If you wish to receive your future **TRANSFERS** by email, here's how to do it:

- Send an email to: [dbartlet@crocker.com](mailto:dbartlet@crocker.com)
- In the Subject line, please enter **eTFR**.
- In the body of your message, please enter **your name** - that's all.

Your address will be entered on a mailing list, and the future issues will come to you by internet instead of by snail mail, thereby saving printing and mailing costs.

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!

## TROLLEYFEST 2011 – June 25



### SOMETHING FOR EVERYONE

Trolley rides, pumpcar rides, motorcar rides, eats, treats, music, drama, cider-making, crafts-making, book signings, and more. A pleasant day as well. It couldn't have been better.

**Top left** – Even Pan Am Railways joined in, unwittingly displaying an example of modern railroad art.

**Middle left** - A trolley with happy riders passes the cider mill.

**Bottom left** - Piper Pichette (r) and her musical group perform the “Good and Plenty” song for the lunch crowd.

**Top right** - Reba-Jean Shaw-Pichette presents the story of a true event that happened on a train during the Civil War.

**Bottom right** - a Mom reads to her kids from Marie Bartlett's new book, “The Little Yellow Trolley Car”, just off the press.

Thanks to all who made it happen!

Photos by Helene Powers and Sam Bartlett.



## NUMBER 10 GOES SWIMMING



These pictures have been on display for several years at SFTM. Little information about them has been found. Above is No. 10 in the canal at Griswoldville.

Recently, Colrain historian Muriel Russell was able to interview an elderly woman who remembers being on the trolley when it fell into the canal. This, we thought, would fill in the big blank.

From the interview by Muriel Russell with Mrs. Kathryn (Streeter) Paterson, who as a child, lived in Colrain City:

"One Saturday morning about 90 years ago, I was riding No 10 passenger car from Colrain center to Catechism class at St John's church in Griswoldville when the trolley jumped the tracks. As you approach Griswoldville on the main road, the North river, the Mill dam and the gate dam are on your right. At that point the mill race crosses under the road carrying water from the river on your right to the canal on your left. As the road crosses over the mill race it jogs to the right and then back to the left. That zigzag was just enough to send the trolley into the canal, but no one was hurt and maybe Con (Conrad Sautter – long-time SF&C motorman – Ed.) was trying to make up some time.

"There were about 8 children riding with me. The adults got us out of the trolley and we walked down to the road to the church, We always walked home after church. Our journey began by walking along the upper end of church street and then down the path at the end of the canal where the trolley ended up. From there it was a long walk home."

Mrs. Paterson also said that the SF&C trolleys derailed fairly often at that location and others. This statement raises the question of whether these pictures were from the derailment in

Mrs. Paterson's story, because the caption on the pictures at SFTM says that Fred Call was the motorman when the pictures were taken. We can only conclude, until further evidence appears, at this was not the incident in her story – but certainly was at the same location.



Car No. 25 to the rescue. 25, like 10, was a combine, but it was built to handle interchange cars with the B&M at Shelburne Falls. Note railroad coupler, air hose, and poling pockets.

## A BIG SURPRISE AT SFTM



Frank Kyper, a long-time collector of railroadiana, recently came to SFTM with a wonderful gift - an original sign from the B&M's Shelburne Falls Union Station. This is a real treasure!

Within minutes, Sam had mounted it on the wall in the Visitor Center, and made this photo of Mr. Kyper and the sign.

Many thanks to Mr. Kyper for this donation!

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## LEADUP TO THE BRIDGE OF TROLLEYS

The following article, appearing in the *Shelburne Falls Messenger* dated June 26, 1907, gives some insight into the Shelburne Falls & Colrain Street Railway's need to access the Buckland side of the Deerfield River, where direct interchange of goods could be made with the Boston & Maine Railroad. At the time the article was written, the SF&C track ended in the Shelburne side of the village of Shelburne Falls, and it was necessary to unload all freight and hire expensive drayage across the river to the railroad yard, and then reload everything onto B&M's cars, and vice versa. The idea of a bridge, the cost of which was non-trivial, seemed to make economic sense. In time, this was proven to be true. Also of some interest is the fact that the whole bridge project was completed only 14 months later!

Thanks to Nancy Dole for sharing the article with SFTM.



### FRANCHISE GRANTED.

#### No Opposition Appeared to Buckland Trolley Extension.

*Not a breath of opposition developed at the hearing before the Buckland selectmen Saturday on the Shelburne Falls and Colrain Street Railway Co.'s application for a franchise to extend its tracks across the river and along Exchange and State Streets to the yard of the Boston and Maine railroad. In the view of this fact the selectmen held a brief meeting immediately after the hearing, at which they voted unanimously to grant such a franchise. The precise terms of the franchise were left for later consideration.*

*The layout submitted by the company provides for a wide curve from the Buckland end of the proposed bridge in front of the engine house (the fire engine house – now the West End Pub – Ed.) to the east line of State street, the nearest approach of the rails to the west sidewalk on Exchange street being 28 feet 7 inches. The layout follows the east side of State street, the center of the track coming almost exactly where the fence stands at present. A considerable fill will be necessary here. From questions asked of the representatives of the road by Selectman Avery it would appear probable that the selectmen will require that only grooved rails be laid from the bridge to the foot of the State street hill, on account of the heavy traffic in every direction at this point.*

*The franchise to be framed by the selectmen will have to be passed upon by the railroad commissioners and the state highway board's approval must be obtained for the use of the side of State street, which is a state road, but it is not apprehended that there will be the slightest objection entered by either of these boards. The hearing was very slimly attended, there being present only a handful of voters, beside the selectmen themselves and officials and counsel of the street railway company. The company was represented by its president, Freeman L. Davenport, its vice president, Moses Newton of Holyoke, Superintendent Frank L. Reed and Atty. Charles N. Stoddard of Greenfield.*

*After Mr. Reed had offered the drawings showing the proposed layout, Mr. Stoddard presented the case of the company in its legal aspects, read the act of legislature under which the petition*

*was made and offered a tentative franchise which he had drawn for the possible guidance of the selectmen in framing such an instrument. The paper covered the requirements of the railroad laws of the state, so the attorney said contained every possible (illegible) to safeguard the interests of the town and the public. The company he said, desired to do not only all that was legally required of it, but something more.*

*Mr. Newton told the selectmen it ought to be borne in mind that the bread and butter of no one connected with the company depended on the extension of the road. There were many ways in which the town of Buckland was quite as much interested as the company in the development of the railroad. He was convinced that there would be no clash.*

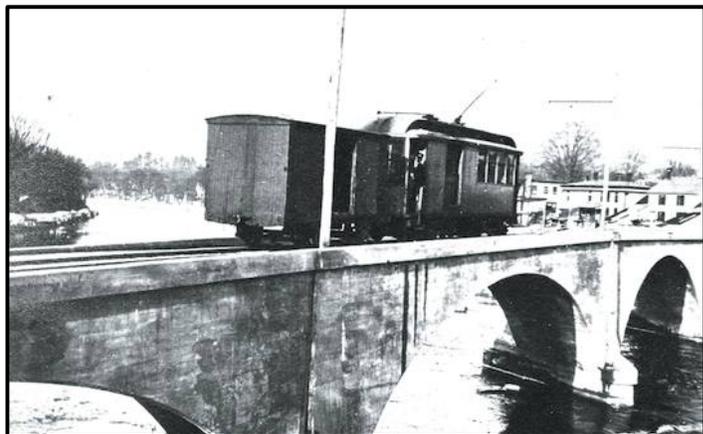
*The tentative charter read by Atty. Stoddard had provided that no existing electrical rights of the town or the New England Telephone Co. should be interfered with by the railway company. Herbert Newell asked for a re-reading of this clause and then suggested that the name of the Heath Telephone company ought to be included in the clause. This was acquiesced in.*

*President Davenport told the selectmen it was the definite policy of the company to extend the lines of the road into Vermont. He pointed out the advantages to Shelburne Falls from the extension and referred to the probability of wood working establishments being started as near the village as possible. In the past eleven years, he said, the company has paid out for the transfer of freight across the bridge about \$20,000, a sum sufficient to have made a dividend of 4 per cent annually.*

*Mr. Newton said that Wilmington was nearer to Shelburne Falls than it was to Hoosac Tunnel and said that farmers in that locality had said that if the railway were extended they would send one and perhaps two carloads of milk to market over its lines every day.*

*A. C. Bray wanted to know if it were intended to do away altogether with the transfer of freight and Mr. Davenport replied that transfers would be made at a freight platform in the railroad yards except in the cases of carload shipments. Mr. Newton expressed himself as a little disappointed that there was no opposition, "There's no life to this kind of a meeting," he remarked.*

*After the hearing adjourned it took the selectmen about three minutes to hold a meeting and decide that they would grant a franchise of some kind. It will take some days however to formulate the specifications.*



## 2011 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.

## A FAN TRIP NOT TO BE MISSED!!

### SATURDAY SEPT. 24, 2011

The Pioneer Valley Railroad is  
hosting a Very Special Excursion for  
SFTM.

Departing from Westfield MA at 1:00 pm.  
Returning from Holyoke by 4:00 pm.

Seating is limited, but some spaces are still  
available at this time. Trip details at: [sftm.org](http://sftm.org)  
To inquire about availability, or for more details,  
contact : [membership@sftm.org](mailto:membership@sftm.org)

## MEMBERS' DAY SATURDAY AUGUST 20

Something different this year! A Members' picnic,  
beginning at 5pm:

Burgers and Dogs and Fixings and More.

Sam's Q & A Program Regarding SFTM's  
Latest Plans and More.

**FREE!!! REALLY!!!!**

Reservations are necessary, so that we can plan  
shopping needs. If your membership covers your  
family, all are welcome.

Please either leave a message at 413-625-9443, or  
with [membership@sftm.org](mailto:membership@sftm.org)  
indicating how many will be coming.  
We need to know this by August 17.

**PS: Caboose Rides All Day!**

### LOCAL BUSINESS SPONSORS FOR 2011

Christopher's  
Village Restaurant  
Walter's Propane  
West End Pub

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Shelburne Falls MA 01370-0272

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

