

SHALL WE RIDE NO. 10 AGAIN NEXT WEEK?
 YES, DAD. IT BEATS RIDING IN OUR BUGGY!



TRANSFER

VOL. 27 - NO. 1 SHELburnE FALLS Trolley Museum Newsletter
 Spring 2018

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

TAKE ME BACK TO A QUIETER TIME



SF&C No 25 stops at the Falls Marble Company to exchange passengers and/or freight, on Main Street, SF

Usually the Transfer has the latest SFTM news, but this winter has been rather quiet, so your editor thought this would be a chance to go back to an even quieter time. Much of this issue will be about the Shelburne Falls and Colrain Street Railway, which (as I hope you know) was the home of No. 10 from 1896 to 1927.

The picture above was donated to the museum by Nancy Dole, of Nancy Dole's Books and Ephemera on State Street. Tony Jewell made a nice scan of it, I hope the printer does it justice. You can see the nose of No. 25, the large Wason 1908 combine with a railroad pilot (or 'cowcatcher') and railroad coupler, used for moving full-sized railroad cars on the SF&C. Note the pole and bracket arm holding up the

overhead trolley wire, a different design from the ones we have at the museum.

SF&C St Ry EXPANSION TO GREENFIELD
Alden Dreyer

1912 was a good year for the SF&C St Ry with an operating ratio of 66.44% for the year ending June 30th. As was 1913 with a ratio of 66.32%. [*Operating ratio is cost divided by revenue Ed.*]. The 44th (and final) Massachusetts RAILROAD COMMISSIONERS REPORT for 1912 notes that the company spent \$728.67 to survey a line expansion to Vermont.

Jim Wholey picked me up at home one fine fall 2017 day, because there was something at the Shelburne Historical Society he

Continued on Page 2

thought we should look at. Found in a barn in Wilmington VT, according to an attached note, was a linen surveyor's map extending the SF&C St Ry from Buckland to Greenfield and dated September 1912. The linen drawing is 200 feet to the inch, as I recall (should have taken notes, but I was sort of in shock), and measures well over 30 feet long by about 3 feet wide.

The proposed line goes down the Deerfield River on the north bank to No.1 Dam (never built), near Bardwells Ferry, and then crosses over to the south side, and eventually ends in the Cheapside area of Greenfield.

The 1st MASSACHUSETTS PUBLIC SERVICE COMMISSIONERS REPORT for 1913 is just as detailed as the 1912 report and in the same format. Nothing is mentioned about a survey expense. Which is not surprising as everyone knew that J.P. Morgan hated competition for any of his railroads. So it must have been privately financed and considering the difficult terrain, may have cost several thousand dollars.

Since we know the date of the survey, I wonder if any of the local newspapers mentioned it.

It takes two people to view this map. Bring a round stick so one person can roll while the other unrolls. Jim and Alden just neatly dumped it on a chair, which was not the way to do it. We did not expect it to be so long!

BEFORE THE TIME OF TROLLEYS



Pre-1890 view of Shelburne Falls yard

The yard looks pretty empty in this view that Tony found (actually just one half of a stereo slide) showing the yard with two men standing on the wooden platform. It appears that two tracks are merging into one at the left edge, so maybe it was a

single track mainline at this time. In the background you can see the lenticular truss that pre-dated the current 'Iron Bridge'.

THE YARD IN ITS HEYDAY



B&M 4107 blasts through Buckland

Here is another gem from Tony. B&M Mountain-type 4-8-2 4107 is heading east and downgrade with a freight train through the village of Shelburne Falls in Buckland, MA on a spring day in the 1940's. You can see our Freight House in the background, before the corners of the roof were chamfered. Behind that you can see the H.P. Hood Milk Processing Plant. Quite a lot of stacks and ventilators. On the far left you can see the house that contained a water tank for refilling the tenders of thirsty steam locomotives. I wouldn't be surprised if those telegraph poles are still there.

BUILDING THE BRIDGE OF TROLLEYS



Pouring concrete, summer 1908

Another "Jewell" of a find, showing how the structure currently known as "The Bridge of Flowers" was built.

DIRECTORS AND OFFICERS - 2018

Polly Bartlett
Sam Bartlett (President)
Nash Bly - Alden Dreyer (Vice Chair)
David Dye (Vice President, Chair of Board)
Jeff Filios - David Goff - Tony Jewell - Bill Kaiser
Lou Musante (Clerk, Asst Treasurer)
Betsy Wholey Osell (Treasurer, Asst Clerk)
Jim Wholey

Please welcome **Jeff Filios** to the Board of Directors!

CONTACT US

Shelburne Falls Trolley Museum

PO Box 272

Shelburne Falls MA 01370

Phone: 413-625-9443 Email: trolley@sftm.org

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.

Sam Bartlett - Editor editor@sftm.org

SIGNING UP FOR eTRANSFER

As a convenience to our members, and as an attempt to control costs, the TRANSFER is available online as a pdf file. This will give you the option of filing your copies of the TRANSFER on your computer, in case you want to refer back to them at some later time. eTRANSFER comes out in full color! If you are a current member and wish to receive your future TRANSFERS by email, here's how to do it:

- Send an email to: membership@sftm.org
 - In the Subject line, please enter 'eTransfer'.
 - In the body of your message please enter just your name. Your address will be entered on our emailing list, and the future issues will come to you by internet instead of by snail mail, thereby saving printing and mailing costs. Save a tree, too!! Please note – if you are an eTRANSFER subscriber, and subsequently change your email address, please be sure that you let us know at membership@sftm.org.
-

VOLUNTEERING - HOW TO DO IT

Stop by, send an email to trolley@sftm.org or call Sam at 413-624-0192. Indicate what your interests are - operating, painting, building stuff, selling tickets and gifts, grant writing, or what. We need you!!!

TRAINING DAY SATURDAY MAY 19, 2018

Are you interested in learning how to be a trolley motorman on No. 10, or run the pumpcar? Sign up for Training Day and we'll get you on board! We can always use more help on our Operating Crew. See <http://www.sftm.org/training.shtml> for more information and to sign up.

MEMBERSHIP REPORT

At this writing, SFTM has 119 current Memberships. If your printed TRANSFER does not have **2018** on the address label, please renew your membership, see the **Membership, Donation and Volunteer Form**. See the Form for more information on Member benefits and giving levels.

Or, renew online at <http://www.sftm.org/join.shtml>

If you get the eTransfer, please check the message in the email that was sent with this issue.

Your support is very important to us!

Please send changes of address for mail or email to membership@sftm.org

REOPENING MEMORIAL DAY WEEKEND

Our schedule will be the same as last year, Saturdays and Sundays and Holidays from 11am to 5pm. Also Mondays in July and August from 1pm to 5pm. See you then! All Aboard!

Corporate Sponsors

Please patronize our Sponsors!

West End Pub Baker Pharmacy
Pondside Pizza and Shelburne Falls Bowling Alley
Walter's Propane Zoar Outdoor
Coldwell Banker Upton Massamont REALTORS
Berkshire East McCusker's Market
The Blue Rock Restaurant & Bar
Salmon Falls Gallery Mo's Fudge Factor
Attorney Julia Ruesdhemeyer Divorce Mediation in
Franklin County

TOY TRAINS FOR SALE

We have several collections O-Scale toy trains for sale. Contact us if you would like more information.



The Art Garden folks decorated the yard for their Winter Hoopla. The eTransfer has color pictures!

HILLSIDE PARK

I'm pretty sure we've run this one before, probably from the Greenfield Recorder in the 1960s or 1970s. The Park is now Colrain's Transfer Station.

Recalls Hillside Park In Grandfather's Day

Letter To The Editor:

You can't speak about one, and not the other. They sort of go hand in hand, like brother and sister.

I want to speak about Hillside Park, just over the Shelburne line, in Colrain, and if I don't mention the Shelburne Falls and Colrain Street Railway first, it wouldn't be proper because the S.F. and Col St. Ry. was instrumental for Hillside Park being developed in the first place.

It all started in 1897 when the S.F. and Col. St. Ry. developed Hillside Park into a recreational area for the convenience and pleasure of the residents of Shelburne Falls and Colrain, and any others that wished to use it. For this added increase in passengers on Saturday afternoons and Sundays the railway added two open cars in 1897 to handle it.

Of course, my memory of the trolley rides (my aunts used to take me on Sundays to Colrain and the Park) are not clear until 1910 or so. I was born in 1900. The bridge was built across the river in 1908, and now is called The Bridge of Flowers.

I wonder how many ever had the chance to go into the Railway Power house in Frankton, that was in charge of George Smead, the operator? I'll never forget the enormous fly-wheel, that must have been 10 to 12 feet (?) in diameter, carrying a long, 15-inch wide belt, that disappeared through the wall into another room where the generator was.

We used to play a dirty trick on some unsuspecting guy, who had his hands on the railing, watching the fast traveling belt. When he looked the other way, we would spread the fingers of one hand, about an inch over the belt, and touch his ear, or hand, with a finger on the other hand. That sure brought them to life. That spark of static electricity would snap and jump, an inch.

The S.F. and Col. St. Ry. was foreclosed by the bond-holders and their holdings sold for junk April 25, 1927 after about 30 years service to the two towns.

Now a word on Hillside Park. I remember it best in the early 20's when we used to play ball there, especially with the Colrain Town team. The Colrain Team wasn't any push-over either. We battled over every inch of the way, fights thrown in for good measure. Sundays when we played, the benches, and

the bank under the pines were filled with yelling fans. It was a beautiful spot, after you climbed the path and stairs to the top and could look around.

It was a natural amphitheater, or to be exact a half of one, the gradual rising embankment on one side, with stately rows of pines, and under these rows of pines, the rows of benches, where the spectators could watch the ball games comfortably in the shade. A grandstand wasn't necessary, nature furnished about everything but the benches it seemed. The Park could be reached by a road of sorts, about opposite the large tenement house called Solomon's Temple, for as far back as I can remember.

Tom O'Brien had his ice cream, soda, and hot-dog stand, along with a hand-turned Merry-go-round for the kids. You should have seen the kids from all over, having a bang-up time. Those were really the happy days.

As I haven't any old score cards, the players' names get sort of hazy after 50 years. I recall Clarence McCloud, for Colrain along with the McGuire brothers, Roy, Jim and Fred. Bill Coutu , Amos Cusson, and "Chick" Plante, who broke his leg when he ran to first base and his spikes caught in the bag. I was standing right in back of him, backing up the throw from the infield.

Our team was the "Hemlocks" with Paul "Grub" Atkins as Manager. Players, I'll mention a few, were Doc Goodell, Harper Gerry, Frankie Perrault , Bill Flowers, Cecil Woodward, Ralph Shaw, "Bucky" Mills, Jim Baker, Ellsworth Legate, Phil Joyce and others.

We used to ride up to the park in Raymond Schmidts' four seater bus.

After the railroad went out of the picture in 1927, I don't remember too much about the Park. I guess it was used for a while; I'm not sure. Since then the pines have been cut, second growth and scrub is growing, and it is being used as a gravel pit.

One happy ending though. A friend of mine, who played with us said that a Colrain girl, with beautiful, big brown eyes, used to sit with the other Colrain girls and shout and yell at him. Oh, she didn't like him one bit. Funny thing about that; he has been calling her Mrs. for 50 years now.

I hope this makes some of my older friends, at home, and those in rest-homes, a bit happier and bring a bit of joy into their lives. I hope you read this, Lucy. I'm writing this for you too.

"RED" SCHONTAG Greenfield

THE MAKING OF A VOTY

Last Fall we recognized Shirley Pelletier with our Volunteer of the Year Award. Shirley has covered the Monday schedule for many years, and she has helped out with painting and other projects. Your editor asked her to tell us all about how and why she came to be an SFTM hero.

It wasn't a dark and stormy night. It was a lovely early summer day when I asked Dave Bartlett, "What do you need?" I had been a member of SFTM for a few years, sending dues when asked, but not active in the operation of the museum. The answer came back quickly: "We can use more Conductors and Motormen." In asking the question, I had no idea what I was getting myself into.

A week passed, and I showed up to begin learning something about operating an *old* (1896) trolley car, hereinafter referred to as "the car." At the same time, the history of the Shelburne Falls and Colrain Street Railway and its impact on the villages, came into focus for me.

After a few weeks of operating under the eagle eyes of seasoned motormen and passing a written exam, the day came when I took the car out of the Barn, picked up a few passengers and motored down the track by myself, with the conductor attending to the passengers and telling the story of how the car comes to be running in the 21st century. The feeling of connection to times and people in the past was incredibly strong.

As that summer moved along, it was easy to develop a fondness for operating the car. Passengers were sometimes surprised to learn that it's far easier to operate her than it is to drive an automobile – steering isn't part of the picture, and the operator can see everything in front of and beside the track. Occasionally a rider would decide to become an Instant Motorman, and find out for themselves how it felt to operate a piece of history. One of my most memorable Instant Motorman operators was a girl of about 9 years old. She was a natural.

My usual days at the Museum are Mondays, and that's when we frequently host children and baby-sitting grandparents. Sometimes the kids are a little apprehensive about the experience. Most often that gives way to delight and demands of "Let's go again!" One strategy many people enjoy is to imagine they are riding the car as people living in the villages a hundred years ago, and telling why they are riding on this particular day.

It's really gratifying to see people's faces light up

with interest when they hear the very unusual story of how car 10 was saved and restored, especially when they see how old it is. The experience of volunteering at SFTM is one I look forward to every summer, and I'm always a little sad when the season ends.

Shirley Pelletier

THIS STORY IS ABOUT A TROLLEY BELL

Art Brochu [Actually, he means a gong, Ed]

Around 1951/52? the city of Worcester, MA sold many of their 300 Trolleys to Brazil to be used in the city of Rio de Janeiro. I remember as a child living in Worcester and riding many times on one of those Trolley cars. The fare was a 10 cent token and a transfer to another trolley car cost 5 cents more. My dad, Arthur Brochu Sr. was the driver of the flat bed trailer truck that was used to move the Brazil-bound cars from the Worcester Consolidated Street Railway Company's Car Barn to the Railroad yard near Lincoln Sq. Then they were loaded in flat cars for the trip to South America. It was during that time (somehow?) my father acquired one of the car bells. Many years later in 1970 my Dad gave the bell to me. Again many years had passed when I heard of a 1896 Trolley car that was being restored in Buckland, MA at the old railroad yard. At some time while the restoration was going on, I went to see what progress had been made. At that time Mr. Anthony Jewell showed me around the site. That was when I only saw a bell under one end of the car. I asked Tony if the other bell was being worked on? He told me he was sorry to say they only had that one bell! I told him about the trolley bell that I had and offered to give it to them to replace that car's missing bell! I have been to the Trolley museum a couple of times since to ride on the trolley. This last time I told Mr. Jewell this story and asked to hear both the car's bells! To again hear that bell gave me pleasure. Also I think my bell does have a nicer ring to it! These trolley cars were built in Worcester, MA by the Osgood Bradley Co.

TRACKWORK CONTINUES

Dave G, Nash, Sam, Dick and Jeff worked on replacing ties on the House Track last fall and we are back at it. Contact Nash at nashbly@gmail.com if you would like to help on this important project.

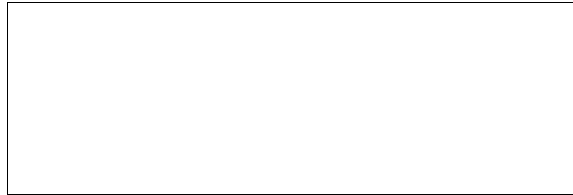
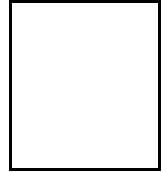
MEMBERSHIP RENEWAL!

It is really easy to renew online at <http://www.sftm.org/join.shtml>. You can use your credit card even if you aren't a PayPal member. We value your membership and your support, both moral and financial.

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



413/625-9443 www.sftm.org/



If your address label does not say '2018' or '2100' please renew your Membership today. See the included Membership Form, or renew online at <http://www.sftm.org/join.shtml>.

Please consider getting your Transfer online, see Page 3 for eTRANSFER details.

You can visit our FaceBook page at <https://www.facebook.com/ShelburneFallsTrolleyMuseum/>



Did you know that you can rent out the caboose for a unique dining experience? We don't provide food but we can suggest caterers, or you can bring your own. You can even spend the night if you want to. Contact us if you'd like to try this out. The caboose does not move for this rental.

RAFFLE!

We will be offering a raffle for July 4th offering trips to fellow railroad museums including Maine Narrow Gauge Railroad, Connecticut Trolley Museum, Boothbay Railway Village, and The Essex Steam Train and River Boat and others. A complete list and more details of raffle will be available before our opening day, watch the website or Facebook for details.

TROLLEYFEST SEPTEMBER 29, 2018

We have moved Trolleyfest to the fall this year. Expect all the same fun activities. More details to follow in the summer Transfer.

MORTGAGE PAYOFF PARTY

In 2004 we entered into a private mortgage with the then-owner of the Freight Yard. This July is our last payment! Thanks to all our members, volunteers and visitors we have managed to own our own home. We will have a little party to celebrate in early July, watch the website or Facebook for details.

Thanks to Alden, Tony, Marie, Dave and Shirley for contributing to this issue. Your contributions are welcome, to editor@sftm.org.