



**VOL. 28 - NO. 2 SHELburnE FALLS TROLLEY MUSEUM NEWSLETTER
SUMMER 2019**

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

CABOOSE CV 4015 GETS HER LETTERING!



Ron and Tiger Waterman donated their professional lettering services

In the Spring Transfer we said that we hoped to have our caboose, Central Vermont 4015, lettered for Opening Day. Here she is all lettered, in case you haven't been by this year. As you can see from the "small print" (close-up on Page 2), she was built (actually rebuilt) in 10-25 (October 1925). She was weighed (WT.) at 41400 pounds in St. Albans (XA) in December of 1934. The stove pipe was inspected on 1-7-1947 in St. Albans, and the wheel bearings were repacked in St. Albans on 4-23-45. These are all

accurate data and dates from the car card that we have a copy of for 4015 that shows all her maintenance. After the lettering was complete I learned that the "SAFETY FIRST" lettering is supposed to be on the top step riser, and the stove pipe inspection data is supposed to only be on the stove side, near the stove pipe. The lettering was done pro-bono by Ron and Tiger Waterman, sign painters from Readsboro VT.

Continued on Page 2



A close-up of the data on CV 4015

PROJECTS: SPARE TRUCK

Last year we bought two used trolley trucks similar to the trucks under No. 10. A “truck” in railroad parlance is the assembly of frame, bearings, axles and wheels that support the trolley or other railroad car. Josh has completely disassembled one of the trucks and is cleaning and painting it so it can be a ready spare truck in case No. 10 develops a truck problem.

LINE MAINTENANCE

One quiet night in June, pole 13 broke off at the base and tipped over, almost hitting the Freight House. Nash and Sam managed to tip it back up enough to get No. 10 moved over to the shed. Then we took the House Track out of service and removed the old pole and put in a new one, with the same overhead hardware. While we had the bucket truck fired up we tightened up a few connections on other poles.

TRACKWORK

Thanks to member Jay Stryker's donation of a rail grinder, and the purchase of a three-phase generator, we now have a system for removing the wheel burns and other roughness on the rail heads. Wheel burns were caused by switcher locomotives losing traction and spinning their wheels. This quickly gets the rail hot enough to melt and make a small 'pothole'. Nash and others have been replacing bad joint bolts on the Middle Track (the pump car's track).

PCC CAR DOORS

Dave has primed and painted the replacement doors for our PCC cars, MBTA 3321 and 3299.

PORCH IMPROVEMENTS

A major push of the Thursday evening work parties has been to install a ceiling on the Visitors Center porch. It has had a roof since it was built, but the underside was left rough. This week we finished up painting it, and the Thursday evening crew will have to find another big project. If you want to help, email sam@sftm.org.

RIDERSHIP

So far this year we have carried 1658 paying passengers, and 356 non-revenue passengers, 2% above average.

THURSDAY EVENING WORK PARTIES

A small and changing band of volunteers has been meeting Thursdays to work on various projects. We have worked on the porch (see below), track work, spare truck disassembly and cleaning, overhead repairs, a roof for the entrance sign, tool organization, coach cleanup, etc. We break in the middle for grinders or pizza. If you want to join us, email sam@sftm.org.

BOARD OF DIRECTORS NEWS

Jeff Filios has resigned from the Board due to too many constraints on his available time. He plans to still help out with trackwork and trolley crew. Please thank him for his support when see him next.

Joshua Redenz has been appointed by the Board to fill out the open space until the Annual Meeting in February. We all look forward to working with him.

A PLAY READING AT TROLLEYFEST

The Shelburne Falls Trolley Museum presents a dramatic reading of No. 10 Rides Again at 12:00pm Saturday September 28 during Trolleyfest. The 20 minute play portrays a story of human strength and frailty, of courage and cowardice, of good and evil. It is sometimes suspenseful, but not too suspenseful, a sometimes humorous story, but not too humorous, a sometimes sad story, but not too sad -- in short, a mellow drama about the museum's prize possession, trolley car No. 10.

DIRECTORS AND OFFICERS - 2019

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

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!!!

TROLLEYFEST 2019

Trolleyfest this year will be Saturday September 28, 2019. We will have all sorts of special railroad-themed rides and hands-on demonstrations representative of the local industries and farms of the trolley era. See the poster and <http://www.sftm.org/trolleyfest.shtml> for more information.

MEMBERSHIP REPORT

At this writing, SFTM has 110 current Memberships. If your printed TRANSFER does not have 2019 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

OPERATING SCHEDULE

We are open for trolley rides and pump car adventures on Saturdays and Sundays from 11am to 5pm through the end of October. Also Columbus Day Oct.7 from 11am to 5pm. See you there! All Aboard!

CORPORATE SPONSORS

Please patronize our Sponsors!

West End Pub	The Optician
Walter's Propane	Keystone Market
Mirick Insurance Agency	McCusker's Market
Salmon Falls Gallery	Mo's Fudge Factor
Blackmer Insurance Agency	Baker Pharmacy
Pondside Pizza and Shelburne Falls Bowling Alley	
Coldwell Banker Upton Massamont REALTORS	
The Blue Rock Restaurant & Bar	

NEW MEMBERS

William Draille	Jim Lamoureux
Julia Beebe	Roy Noepel
Blackmer Insurance Agency	
Mirick Insurance Agency	
Museum of Our Industrial Heritage	



Nash and Rowan assist Sam in wrestling the bracket arm back onto Pole 13.

[Editors Note: I came across this article in some of Dave Bartlett's papers. If anyone can figure out who published it and/or when, please let me know. I suspect it was written in the 1950's or so. In many ways the A&S story is parallel to the Shelburne Falls and Colrain Street Railway's story.

THE AMHERST TO SUNDERLAND STREET RAILWAY by Henry M. Clark

In 1899-1900 an event took place in Sunderland which was considered a mark of progress. An extension of the electric Street Railway system, which already connected Holyoke with Amherst, was extended up to Sunderland under the name of the Amherst and Sunderland Street Railway Co. This was expected to be a money-making proposition. Its purpose was to provide transportation for the public, carry pupils to grammar and high school, and draw freight, resulting in great convenience both to passengers and shippers of freight.

The project was financed by the selling of stock to the public and through temporary loans from the savings bank, arranged by the directors. The Board of Directors comprised Walter D. Cowles as President, Mason A. Dickinson, Treasurer, and Theodore Paige, Henry Edwards, Edward D. Marsh, Frank Cadwell and Fred Duell. One of them resigned to permit the election of a director from Sunderland; namely, Frederick L. Whitmore. Mr. Louis Wheelock, the first superintendent, attended a special town meeting at Sunderland and explained the plans. As a result, many individuals agreed to buy stock. The original charter was granted by the state and work was begun.

The road was constructed in a unique manner. It was first subgraded and then rails were spiked to cross-ties. A gravel bank was opened at Cold Spring and gravel was drawn over the rails by electric power on flat cars as the project progressed. This worked out nicely and showed the lowest cost per mile in the state. About 150 Italians were employed. They were housed in shanties and at the North Amherst car barns. They boarded themselves, doing their own cooking outdoors, there being no women with them. The standard wage was \$1.50 but a few were paid \$1.75 and \$2.00 per day, and the foreman saw to it that they earned their money.

Little by little the work progressed. A turn-out switch was built on Cephias Graves' (now Joseph Bagdon's) corner, and carloads of grain, fertilizers and other commodities were sidetracked there and drawn by horse and wagon to various nearby farms. Another

switch was built just east of Frank Bysiewski's place in the Lower Lane. At this location, Warner Brothers (Chester and Luther) conducted a grain, coal and farm implement business from 1902 to 1917. Many carloads of supplies were delivered to the two above-mentioned locations by an electric-powered freighter designed for heavy hauling.

A franchise between the street railway company and the town of Sunderland gave them a right-of-way and the privilege of pushing the snow out into the road. One provision of the franchise was that the company would not have to operate during the months of December, January, February and March if the snow or other weather conditions became too bad. Many times the snow would accumulate to such a depth that it would be on a level with the street car windows or higher. During a big thaw, horses would sink in the wet snow to their bellies and riding in and out of the deep treacherous "thank-you ma'ams" and soft spots was quite a thrill in a sleigh drawn by a frisky horse.

In some winters the car tracks were so much lower than the snow that during a thaw much water would accumulate on the tracks. Then it would turn suddenly cold and a large gang of workmen would have to work day and night with picks, shovels and salt to open the rails enough to allow the wheel flanges to turn. Schools were sometimes closed and everyone had to "hole- in" until the road was reopened. The winters were very severe with heavy drifting snowstorms and it was a familiar sight to see the snowplow trying to break through the hard packed snow.

Mr. Heman M. Aldrich succeeded Mr. Wheelock as superintendent. Mr. Walter Ingalls was also superintendent for some time. The Holyoke Street Railway Company bought up the Amherst and Sunderland line in 1907.

At the end of the line in the center of the town was a long concrete waiting platform. Close by was a drinking fountain with a fancy concrete base given by the local Y.M.C.A., which was then in existence. Baxter N. Fish's general store was a central waiting place in stormy weather and the school children, if they were lucky enough to have a penny or two, would ponder over the candy counter trying to decide how to invest their money wisely. Money in those days was much less plentiful than now and a few cents now and then meant more than the same number of dollars now. To take a trolley ride to Orient Springs, Pelham, and return was considered quite an outing. In

the early years many people rode on the trolleys for pleasure. On week-ends during the summer months cars ran every half hour and were filled to capacity. A popular ride was around the loop, riding from Amherst to Sunderland center, thence by foot across the bridge and up Sugarloaf hill, where connection was made for Northampton on the Greenfield-Northampton trolley line, connecting there with a trolley to Amherst. At one time, it was possible to go almost anywhere in the state by trolley.

School children were transported for half fare, paid by the town. Strip tickets were given out by the teachers to the children, each strip being good for a week. Two types of street cars were used, closed ones in cold weather, and open ones during the summer. The double-trucked cars were much preferred. The single truck cars could be made to nearly jump the tracks, the school boys learned, by getting in the rear vestibule and teetering up and down in rhythm. It was

also good fun to reach out and pull off the trolley pole and see the flashes as it hit against the guy wires before the car could be brought to a stop.

Many of the motormen and conductors employed by the road are still living, some of whom are: Ned Hobart, Harold Hobart, Fred Guyotte, Henry Bigelow, Harlan Wood, "Bunny" Bartlett, Rupert Marsh, and Baxter Eastman. Some of the best remembered and respected employees now deceased were "Bill" Morgan, "Art" Lovell, Luther Bates, "Jack" Shine and Albert and "Eddie" Hiltbold.

As time went on, the advent of buses, trucks and automobiles brought about a loss in revenue to the company which eventually necessitated its discontinuance in 1926. The rails and ties were finally torn up and thus passed into history one of the activities which indicate progress and the changes that take place as "Time Marches On."

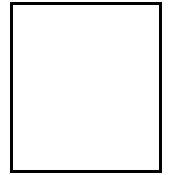


Tony found this aerial photo of the Buckland Yard from 1949, prominently featuring the SF Union Station.

Shelburne Falls Trolley Museum
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413/625-9443 www.sftm.org/



If your address label does not say '2019' 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 caboos 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 caboos does not move for this rental.

NEW GIFT SHOP ITEMS

The new SFTM puzzles have been a big hit this year. Stop in and see what we have for puzzles, toys, games and other new items.

RAFFLE!

We will be holding a raffle at Trolleyfest! Prizes include New book "Builders of the Hoosac Tunnel", Pair of Collectors "Cardinal" Wall Plates, Gift certificate for Magic Wings Butterfly Conservatory, Gift certificate Conway Scenic Railway, \$25 gift certificate for Munich Haus Restaurant in Chicopee, \$25 gift certificate for Terrazza's Restaurant at Greenfield Country Club, \$25 gift certificate for West End Pub in Shelburne Falls, \$25 gift certificate to Lazy Tacos in Charlemont, \$20 gift certificate for Nancy Dole Books and Ephemera, One Guided River Kayak trip on the Deerfield River, value up to \$55 Courtesy of Zoar Outdoors in Charlemont, and more coming. Tickets are 1/\$5, 3/\$10 or 8/\$20. A complete list and more details of raffle is at <http://www.sftm.org/raffle.shtml>

TAG SALE AT TROLLEYFEST

We will have a railroad-themed Tag Sale at Trolleyfest again this year. Contact Tony at tonyj@crocker.com if you would like to have a table to sell your rail-related items.

Thanks to Dave and Tony for contributing to this issue.

Your contributions are welcome, to editor@sftm.org.

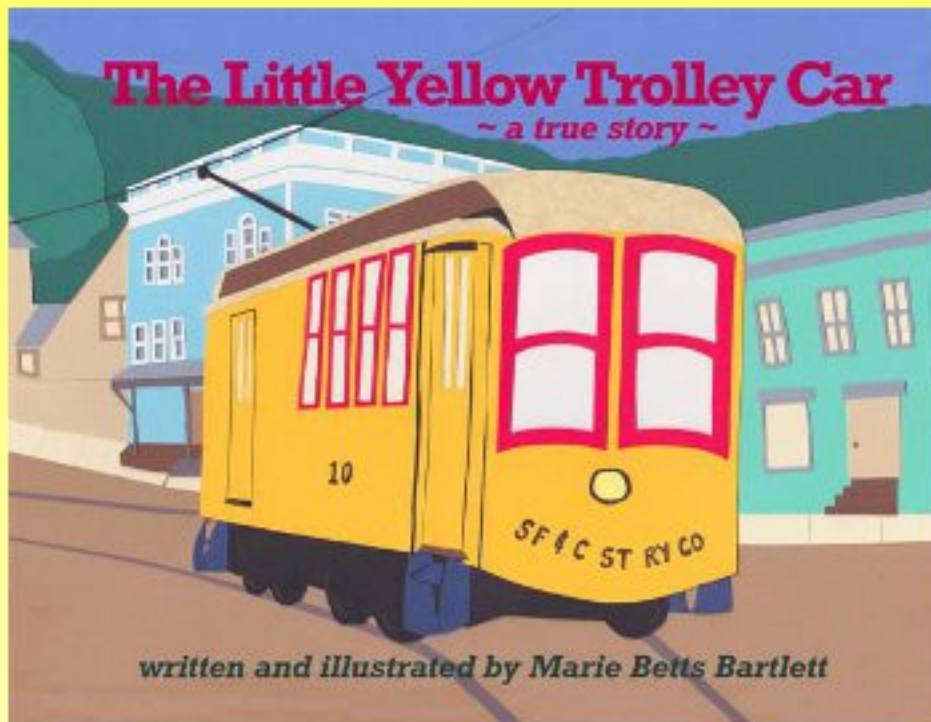
TROLLEY FEST

**SATURDAY SEPTEMBER 28 11AM - 5PM
SHELBURNE FALLS TROLLEY MUSEUM**

- * Trolley Rides
- * Pumpcar Rides
- * Speeder Rides
- * Reenactors from the Trolley Era
- * Toy Trains
- * Railroad Tag Sale



- Hands-on demos
11am to 3pm:**
- * Cider Making
 - * Butter Making
 - * Weaving
 - * Milk a 'Cow'
 - * Food Samples



SEE HOW THE PEOPLE OF SHELBURNE FALLS WORKED AND LIVED AND TRAVELED IN THE TROLLEY ERA, 1896 TO 1927.

- * Food for Sale
- * Velocipede Demonstrations
- * Noon – Dramatic reading of the play “No. 10 Rides Again!”
- * 1:15pm – Author's reading of “The Little Yellow Trolley Car”
- * 11am to 3pm Music by “Whistlestop”



**All-Day-Passes Adults \$4.00, youths \$2.00, under 6 free
www.sftm.org/trolleyfest.shtml for details**

14 Depot St

413 625-9443

www.sftm.org