



VOL. 30 - NO. 1 SHELBURNE FALLS TROLLEY MUSEUM NEWSLETTER
SPRING 2021

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

HOPIN' TO REOPEN

After eagerly awaiting the lifting of pandemic restrictions, we were caught by surprise at how fast they were lifted. We did not have our track project finished or our insurance in place in time for Memorial Day (our usual opening weekend). We will reopen on Saturday July 3. We hope to be open until October 31 on Saturdays and Sundays and Holidays. We will also be open Mondays from 1pm to 5pm in July and August. At this point we expect to be open as in the past, no capacity restrictions, no social distancing, no reservations needed. Current guidelines do require masks in the Visitors Center, trolley car, pump car and caboos. We hope the guidelines will ease, but the museum reserves the right to enforce mask and/or distancing requirements that are stricter than the minimum. Of course, even if mask requirements are completely dropped, you can always wear a mask if you choose.

Please check our status on our web page at <https://www.sftm.org> before your visit!

We welcome contributions to our General Fund at <https://www.sftm.org/donations.shtml> or mail a check to SFTM PO Box 272 Shelburne Falls, MA 01370. You can renew at <https://www.sftm.org/join.shtml> or use the enclosed form if you are not a 2021 member.

Regarding memberships, the board has decided to extend 2020 memberships to include the 2021 operating year. This is to recognize that members have been unable to take advantage of some of the normal member benefits. We also want recognize your ongoing support of SFTM in these challenging times. So even if you don't renew for 2021, your membership will still be good until Dec 31, 2021. Of course we hope that everyone who can pay their dues for both years will do so, as we depend on membership contributions for our ongoing existence, even when not operating.

Sam Bartlett - President- Editor



Turnout 3 is ready for House Track traffic. A closure rail for the North Track will be installed later.



No. 10 pauses to examine the new track work before her first trip of the year.

DIRECTORS AND OFFICERS - 2021

Sam Bartlett (President)
David Dye (Vice President, Chair of Board)
Betsy Wholey Osell (Treasurer, Asst Clerk)
Lou Musante (Clerk, Asst Treasurer)
Alden Dreyer (Vice Chair)
Nash Bly - Shirley Pelletier - Bill Kaiser
Joshua Redenz - Dominic Vellucci - Jim 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. Three issues are planned for each year. Comments, contributions, and letters to the editor are welcomed. Sam Bartlett - Editor editor@sftm.org

SIGNING UP FOR E-TRANSFER

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 USPS 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 413-834-0274. Indicate what your interests are - operating, painting, building stuff, selling tickets and gifts, grant writing, or what. We need you!!!

NEW MEMBERS

John Jenner - Jerome Landesman
Karl Johnson - Mark Lawrence
Rachel Carlson

OPERATING SCHEDULE

The museum will reopen July 3. We plan to be open 11am-5pm Saturdays, Sundays and Holidays until Oct 31, and 1pm-5pm Mondays in July and August. Watch www.sftm.org and Facebook for updates.

MEMBERSHIP REPORT

At this writing, SFTM has 102 current Memberships, including 12 Life Members and 54 members who have already renewed for 2021. If your printed TRANSFER does not have 2021 on the address label, we hope you will 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 status questions or changes of address for mail or email to membership@sftm.org

PLEASE PATRONIZE OUR CORPORATE SPONSORS!

West End Pub	Blackmer Insurance Agency
The Optician	Mirick Insurance Agency
Bakers Pharmacy	McCuskers Market
Keystone Market	Salmon Falls Gallery
Walter's Propane	Shelburne Falls Bowling Alley
Berkshire East	Mo's Fudge Factor
Coldwell Banker Upton	Massamont REALTORS
The Blue Rock Restaurant & Bar	



Josh built this handy track car. Here it is being put to use hauling our heavy track tools.

POLLY BARTLETT 1927-2021



Polly Bartlett, riding No. 10 in period dress for Trolleyfest 2016

Buckland, MA - Mary Morgan (Goodwin) "Polly" Bartlett, 93, meandered off from this world on her final hike and joined her late husband David C. Bartlett on April 6, 2021.

Born in Philadelphia on August 13, 1927, she grew up in Wyncote, Pennsylvania, daughter of Harold and Alice "Happy" (Hapgood) Goodwin. Polly earned her BS in Animal Science at Penn State in 1949 and an MS in Dairy Science at Washington State University in 1951, and she served as faculty advisor to WSU's Outing Club. She was working as a researcher analyzing dairy genetics and productivity at UMass in Amherst, Mass., when she met her husband David C. Bartlett, where he was finishing his MS in Civil Engineering. After they married in 1957 they moved to Houlton, Maine, where they started a family. They moved to Paxton, Massachusetts, where Polly became involved in town conservation work. They moved to Pine Brook Farm in Buckland, Massachusetts in 1968. There Polly quickly became involved in community life in the village of Shelburne Falls and the Deerfield River Valley.

Polly taught Physical Education at Buckland-Shelburne-Colrain Elementary School, substitute-taught, led nature programs for the Buckland Recreation Department, and introduced countless youth to horseback riding through her leadership of 4-

H. She helped form the Buckland Conservation Commission and the Deerfield River Watershed Association, where among other things she led the annual Riverfest celebration and advocated for the Mohican-Mohawk trail, including construction of the bridge over the South River named "Polly's Crossing." Polly won many awards and accolades for her community involvement. Polly loved to hike, abroad or out West but equally as much in her backyard. A widening group of local hiking friends came to call themselves the "Champagne Hikers". One of Polly's most iconic roles was at the Shelburne Falls Trolley Museum, where she welcomed and educated guests about the local history and trolley but was best known as "Pumpcar Polly" for her rides on the hand-powered pump car.

In honor of Polly, consider taking a hike; making some turns on the ski slopes; enjoying the spring woodland wildflowers; singing camp songs; doing yoga; growing your own vegetables (especially tomatoes); learning to identify a new tree or bird or flower; visiting the Shelburne Falls Trolley Museum when it reopens and taking a ride on the pump-car; dedicating time to building community; educating youngsters or helping the environment; or baking cookies or sweet rolls as a gift for anyone you love or appreciate. Polly was a role model for extending friendship to new acquaintances, and she approached life with a sense of adventure and grace. Pictures, journal entries, and memories from all who knew her illustrate her radiant love of life. In a typical reflection, Polly journaled, "Was it [the chocolate] which didn't let me get back to sleep for two hours in the middle of the night or was it just all the other blessings I was counting that kept me awake?"

You may make a memorial donation to The Shelburne Falls Trolley Museum, PO Box 272, Shelburne Falls, MA 01370 or online at www.sftm.org.

For more thoughts, remembrances and pictures of Polly, go to <https://sftm.org/memoriাম.shtml>



PROJECT REPORTS

SPARE TRUCK PROGRESS

Josh, Bill and Carsten have continued to produce pins and square-head bolts and riveting tools for the trucks on No. 10 and for the spare truck's brake rigging.

CAR BARN EXTENSION PROGRESS

We received another \$1000 grant from Mass Bay RRE for our Car Barn extension project. Thanks to the Mass Bay RRE and many individuals for their ongoing support of this project! Dave D is framing in the new plumbing room in the Visitors Center. While not part of the Car Barn per se, this is part of the extension project since we wanted to lay new water main before excavating for the extension foundation. The vendor who will supply the new building tells us that there is a 60% increase in price due to the price of steel, and advises that we wait until spring 2022 to see if prices drop.

TRACKWORK CONTINUES

The "track gang" (Sam B, Nash, Josh, Dave G, Dick and Martin) has replaced the worn rail and all the ties between Depot Street and the frog of Turn Out 3. Everything is bolted together and spiked down. We still have some leveling and tamping to do, but this upgraded track is back in service.

YARD CLEANUP



Two trucks were used to load and haul the scrap ties from our yard.

We have used the north edge of our property as a material storage yard, for things like piles of rail, ties and other track material like tie plates and joint bars. Some of this is material we can use, some we are hoping to sell for reuse, some we were saving to sell as scrap, and some was junk that was hard to dispose of.

The brush and weeds that hide (for better or worse) these piles are mostly gone in early spring. We used that time to sort, stack, scrap and dispose, as appropriate, the various classes of material. We found a buyer for some of the switch parts that are the wrong size for us. We shipped out \$1000 worth of scrap tie plates, joint bars, rail and other scrap metal. We shipped out a tractor-trailer load of junk ties, some that we acquired when we bought the yard, some that we had taken out as part of track work, and some that we had gotten in loads of used ties from other railroads. We spent thousands of dollars to ship those ties to a waste-to-energy plant in Maine, but it is nice to have them out of our sight. I hope this part of the yard looks more like a storage area and less like a junk yard.



Nash inspects his handi-work after loading the track car shanty onto the boom truck. The shanty has been moved to the east end of the Middle Track.

NO. 10 BRAKE OVERHAUL

Nash, Josh, Martin and Sam B have been overhauling the brake gear on No. 10. This involves disassembling the various lever arms and pivots, scraping the 20 years of gunk off them, pressure washing them (well away from the motors!) and reassembling with new pins, washers and cotter pins. No. 10 won't look any different but she stops with less effort.

TRAINING DAYS

We held Training Days on June 19 and 27 this year. Our new Chief Instructor, Josh, did a good job of getting the rust off the rails and our minds. These days are for re-qualifying our returning crew. If you would like to volunteer for our operating crew or in the ticket shop, we would love to have your help. Contact Sam Bartlett sam@sftm.org 413-834-0274 or just drop by!

THE BEGINNING AND THE END

Recently I have been given copies of ephemera from the early days and the last days of the Shelburne Falls and Colrain Street Railway Company. Nancy Dole, of Nancy Dole Books and Ephemera, gave me a copy of the bid documents for building the line from Shelburne Falls to Colrain. Some of the other related documents will be available to us shortly. Here is the content of the bid document, it had not had the blanks filled in yet.

Shelburne Falls, Mass., May, ___ 1896

Gentlemen:-

You are invited to make an estimate and send in a bid on the track laying and ballasting of a single track Electric railway to be built in the towns of Shelburne and Colrain, Mass.

Said road is about 6 and one half miles long.

Profile showing alignment, grades, bridges and etc. can be seen at office of company at Shelburne Falls.

You will put in separate bids for tracklaying and ballasting.

The company retains the right to reject either or both bids. Sealed proposals will be received until ___ the ___ day of ___ at the office of this company at Shelburne Falls, Mass.

YOURS VERY TRULY,

(unsigned)

Astute readers will note that in 1896 it was not conceivable that anyone but a "Gentleman" would own a track laying company.

From the Transportation Bulletin 75 (available at <http://www.sftm.org/training/TransportationBulletin75.pdf>) we learn that Buckland Selectmen did not allow the road to be built in Buckland, hence the reference to only Colrain and Shelburne. Despite that setback, by June 2 the local newspaper The Echo reported that work had begun on the line. "All who wish to work can find employment on the street railway. About 100 Italians came today from New York City to work on the road." I believe that "Italian" was often a catch-all for "immigrant" of any non-English-speaking nationality in those days.

Also recently Sarah D gave me a copy of an article from the North Adams (Mass) Transcript that she found while doing family research. This is from April 27, 1928.

SHELburne FALLS

COLRAIN RAILWAY PROPERTY IS SOLD

Carleton P. Davenport of this town purchaser

WILL NOT REOPEN

New owner intends to dispose of it to parties having use for such material

Carlton P. Davenport was in Boston on Wednesday where he purchased through the Federal National Bank in Boston at a public auction the entire stock of the [Shelburne Falls and] Colrain Street Railway Company. The property consists of seven miles of road including rails, wires, rolling stock, four cars, one snowplow, all equipment, powerhouse, buildings, bridges and land. The road was operated for over 30 years and in its early existence did a good business. J.M. Blassberg and his brother Julius of Turners Falls have purchased a part of the property of Mr Davenport who intends to dispose of all of it to anyone having use for such material. There is no plan to reopen the line.

As you no doubt already know, both the concrete bridge that became the Bridge of Flowers and SF&C No. 10, which still runs today at SFTM, were included in that sale. We bought the yard from Blassberg Trucking (different owner) in 2004.

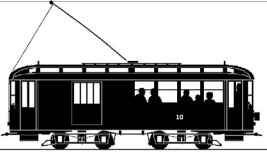
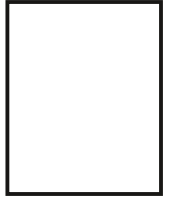
NEW BENCH IN KIDS CORNER



New Trolley Bench in the Kids Corner

Dena saw a beautiful railroad-themed bench at a craft show in Maine and commissioned this one for us, as a donation. Due to being shut down it has been sitting forlornly in the Kids Corner, waiting for children and parents to come take it for a "ride". See you soon!

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 '2021 or '2100' please renew your Membership today.

See the included Membership Form, or renew online at

<https://www.sftm.org/join.shtml>.

Please consider getting your Transfer online, see Page 2 for eTRANSFER details.

You can visit our FaceBook page at

<https://www.facebook.com/ShelburneFallsTrolleyMuseum/>

MUSEUM RECIPROCITY

A group of trolley museums has formed a Member's Reciprocity Program. If you are a current member of SFTM, you get a discount at other participating museums.

See what museums are participating and what the discount is at <http://www.trolleywayfinder.org/>. Bring your membership card or letter.

YOUTUBE CHANNEL

We have some videos on our YouTube channel, thanks to the efforts of Catherine Stryker. You can take a virtual ride on the trolley or the pumpcar. We also have movies from the early days of SFTM, when No. 10 was in a parade on Main Street, and an interview with Marshal Johnson, who donated No. 10. A link to our YouTube channel is on our homepage.

HOBO PAP READS

"LITTLE YELLOW TROLLEY"

You can (re)visit the story of No. 10 with Hobo Pap, as he reads "The Little Yellow Trolley Car": <https://youtu.be/1F8rnVHaMGA> or on our Movies page.

GIFT MEMBERSHIPS!

Did you know you can give an SFTM Membership as a gift? Just write the lucky person's name and address on the membership form, check the Gift box and include your check.

Thank you to Dave, Alden, Marie, Jeannie, Carl, Sarah and Tony for contributing to this issue.

To submit an article, picture or idea for the Transfer, please email editor@sftm.org.

TROLLEYFEST CANCELLED

Due to the uncertainty of planning any big event in these times, we have decided to not have Trolleyfest this year.

EDITOR'S NOTES

This Spring issue usually goes out earlier but I decided to wait for more certainty in our reopening plans.

I tend to only use first names, because the Transfer is posted online and some folks prefer not to have their names splashed all over the web.

Feedback is always welcome.

Sam Bartlett- editor