



VOL. 31- NO. 3 SHELBURNE FALLS TROLLEY MUSEUM NEWSLETTER
FALL 2022

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

PRESIDENT'S REPORT

Our 2022 season felt a lot like "normal" after the last two crazy years. We had very average ridership, with 2172 adult paying riders, 372 6-12 year olds, 377 under 6 year olds, 159 free members and 192 charter passengers (tours, schools, parties), for a total of 3272 passengers. This is about 4% above our average over the last 22 years of operation. (Did you realize that No. 10 has been carrying riders in the Freight Yard for more years than it ran over the famous concrete bridge that became the Bridge of Flowers?)

After skipping it for two years, Trolleyfest was a big hit, thanks to Marie and all her volunteers. We added some new hand-powered equipment to ride and had a quilt display and sale. We used our own speeder for the first time, it was a big hit.

We had our Volunteer Appreciation Day on Oct 29. The board has decided to end the practice of recognizing a single volunteer of the year. This year, to reward all our volunteers, we solicited and received

\$500 each from Greenfield Cooperative Bank and Greenfield Savings Bank, and used the funds to buy Gift Certificates at our local sponsors like The Blue Rock Restaurant, Keystone Market, Salmon Falls Gallery, Mo's Fudge Factor, Asma's Kitchen, Buckland Pizza House, Floodwater Brewing and Davenport's Mobile. We had enough to give each volunteer three \$15 gift certificates as a small token of our appreciation.

If you would like to be part of our volunteer workforce, see VOLUNTEERING on page 2.

We participated in Moonlight Magic this year, again after a two-year hiatus. The weather was cooperative and the crowds were glad to see us back. We offered hot cider and cookies in the warm caboose, and folks got to ride in the dark on the brightly lit trolley.

Happy Holidays,
Sam Bartlett - President



Sarah giving velocipede rides for Trolleyfest



No. 10 boards more Moonlight Magic passengers

DIRECTORS AND OFFICERS - 2022

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

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. Three issues are planned for each year. Comments, contributions, and letters to the editor are welcomed. Sam Bartlett - Editor editor@sftm.org

PLEASE SIGN UP FOR E-TRANSFER

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Send an email to: membership@sftm.org

In the Subject line, please enter "SFTM eTransfer".

In the body of your message please enter just your name. Future issues will come to you by email.

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!!!

OPERATING SCHEDULE

The museum is closed for the season. We will reopen May 27, and will be open Saturdays, Sundays and Holidays 11am-5pm until Oct 29.

Watch www.sftm.org and Facebook for updates.

MEMBERSHIP REPORT

At this writing, SFTM has 124 current Memberships, including 14 Life Members. If your printed TRANSFER does not have 2023 on the address label, we hope you will renew your membership, see the Membership 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 email that was sent with this issue to see your status.

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!

Mirick Insurance Agency	Floodwater Brewing
The Blue Rock Restaurant	Keystone Market
Salmon Falls Gallery	Walter's Propane
Mo's Fudge Factor	Asma's Kitchen
Buckland Pizza House	Bakers Pharmacy
Coldwell Banker Upton Massamont REALTORS	

NEW MEMBERS

David Barten	David & Victoria Carty
Michael Colello	Ellen Fishburn
Guojin & Jennifer He	Floodwater Brewing
Helen MacMellon	Maureen Moore
Maggie Russell-Ciard	Bruce & Cyndy Wells



Heather and Rowan - She said YES! See page 3

PROJECT REPORTS

SPARE TRUCK

Josh has been repairing parts of one spare trolley truck (the wheels and frame under a trolley car) and bolting various parts together. The jaws that hold the journal boxes were worn, so he welded new metal on and machined it down to fit.

TRACKWORK

Nash, Martin and Sam finished ballasting the "cribs" (the spaces between the wooden ties) in Turnout 3. This completes this project. Next we will focus on raising Turnout 1 when the ground thaws.

B&M BOX CAR

We have a contractor lined up to letter the box car, but it has been delayed until spring. We will do one side in the 1950's scheme with the very tall B&M logo, and the other side with the newer, shorter logo. You can help by donating to the Box Car Fund, either on-line or by check. See <https://www.sftm.org/donations.shtml> for donation details, or read about our box car at <https://www.sftm.org/boxcar.shtml>.

PCC CARS

Sam and Jordan got some paint on 3321, the roof is now "Bright Aluminum" and the first coat of the cream on one side along the windows is on. All of this is expensive. You can help by donating to the PCC Car Fund, either on-line or by check.

See <https://www.sftm.org/donations.shtml> for donation details, or read about our PCC Cars at <https://www.sftm.org/pcccars.shtml>.

BROADBAND UPGRADE

We recently upgraded from Verizon DSL to Comcast cable for our phone and internet. This will lead to some reduction in expense and more reliable internet service for our credit card reading platform. Richard, Martin and Sam ran new cables, including burying a new conduit between the Car Barn and the Visitors Center.

READY FOR WINTER

Nash and Sam moved the CV 4015 caboose into the Shed for the winter. We also moved around some barriers and got the yard ready for plowing season.

HT&W FLAT CAR

Sarah has started removing the rust from the Hoosac Tunnel and Wilmington flat car, and applying

primer as she progresses. Nash and Sam moved the flat car over to the Stall One Track for easier access to tools and compressed air. We also removed the concrete blocks that had been on it since its time as part of the "wire train" that we put together to put up our House Track overhead wire. This car was once a tender for an HT&W locomotive, and came to us when Steam 10 was here. We hope to put a new deck on it and perhaps use it as a stage for events.

B&M BAGGAGE CART

Dave has been working on replacing the rotted wooden deck of the B&M baggage cart that we acquired many years ago. He has worked to match the species and shape of the various pieces. We still need to find a source of wheels. Does anyone know what colors a B&M baggage cart circa 1920 would be?

PERSONNEL NEWS

DAVE DYE

Our Board Chair Dave Dye has decided to pass the torch. The board expresses our gratitude for Dave's many years of leadership. Dave came by one day about 2000 and said he wanted to volunteer. He brought carpentry and contract law skills with him and was quickly put to work, elected to the board and served as chairman for most of that time. He was instrumental in the restoration of caboose CV 4015 and in the construction of the restrooms. His current project is to rebuild a B&M baggage cart that sits on the Freight House dock.

Dave was also our Vice President as well as Board Chair. Alden, our Vice Chair, will be stepping up to Chair, and Nash will take on Vice Chair and be our candidate for the Vice President position.

ROWAN AND HEATHER

In the spirit of Frank Johnson courting Maude on trolley No. 10 in the early 1900's, we had a proposal on No. 10 with two of our long-time volunteers. Rowan and Heather were celebrating an anniversary of their first date by having dinner and a trolley ride on No. 10 in the evening of Oct 1. At the end of the line Rowan determined that there was problem with the controller. With Heather watching, he carefully turned off the power, opened the controller cover and pulled out a small black velvet box. He showed her the ring, asked her to marry him, and she said "Yes"! They plan to marry at SFTM next Oct 1.

COUPLER THINGS

A coupler (for connecting railroad cars) recently appeared on the ground at the museum. It had been sawn off from its drawbar. It was solid steel, so it was no mean feat to do the sawing, and it was pretty heavy, so it was obviously delivered to us on purpose. Then an email from Alden arrived:

On 29 April 1873, former farmer, dry goods clerk, and Confederate colonel, Eli Janney, received a patent for his railroad car coupler. There were many competitors trying to develop an automatic coupler, and Janney's had numerous issues, but still was eventually recommended by the Master Car Builders Association. Recommended, nothing more. Many car builders and railroaders wanted to stick with the link and pin, but the adoption of air brakes made that impossible due to slack action. Not much was done until Lorenzo Coffin, a preacher, farmer and teacher, got involved because of mutilation of brakemen using the link and pin system. U.S. President Benjamin Harrison took up the fight and the Railroad Safety Appliance act of March 2, 1893, gave the railroads 5 years to adopt safety couplers for all cars in interchange service. There were about 1.25 million freight cars in the USA at this time. The railroads dilly dallied and congress granted an extension, but as of August 1, 1900, all cars had to have automatic safety couplers in interchange service.

Before that date, the main problem was coupling the Janney-style coupler to a car only fitted with a link and pin. So the coupler knuckle had a slot in the middle to slide a link into and a large hole drilled down through the knuckle to drop a pin into. Despite using quality steel, the slotted/drilled knuckles were very weak at the same time freight cars were growing larger and changing from wood to steel construction. So it would be expected that slotted knuckles would not last in service very long after 1900 despite some 2.5 million solid knuckles needed to replace the slotted ones. Seeing a slotted knuckle in an old photograph is a good dating tool.

About 4 years ago, three explorers were inspecting the large stone arch culvert on the abandoned New York, New Haven and Hartford Railroad over the Bear River in Conway. Lo and behold, we stumbled across a drawbar complete with coupler and slotted knuckle in the South River State forest. Seemingly abandoned after a wreck more than a century ago. Not worth

dragging it out of the forest and up out of the gully for scrap value. Too large and heavy for hand tools, it took a lot of planning and grunting to deliver the coupler to the Shelburne Falls Trolley Museum. I believe the museum still has a link found under the freight house, but now we need a pin to demonstrate how it was used. Maybe Josh can make one. Of all the museums I've visited, I can never recall seeing a slotted knuckle on display. Interpretation will be in order. Display can be indoors or outside.

When it was mentioned that the steam locomotive that we used to have on the property had a slotted knuckle, even though it was built in 1934, he replied:

That locomotive served the Wickwire Spencer Steel plant in Palmer for decades. Having a slotted knuckle would be very useful for handling in-plant-only link and pin equipped cars while having no restrictions on handling cars in interchange service. I won't say that slotted knuckles are rare, but that I have no recall of ever seeing a museum demonstration showing what they are/were used for.

And, again, if memory serves, the Claremont & Concord RR was using special links into the 1960's in regular interchange cars on spurs in Claremont with curves too sharp for knuckle couplers. Easy done, but hard work!

MORE SF&C ST RY HISTORY

This entry, allowing the extension of the trolley line to the B&M yard, is from the 1908 Railroad Commissioners Report, Certificates for Operation:

Shelburne Falls and Colrain Street Railway Company. Shelburne, Buckland, December 7, 1908 — Single track about 1700 feet in length, extending from a connection with the present track in River street in Shelburne Falls, across private land to the Deerfield river, across said river and through a square in the town of Buckland formed by the intersection of Exchange street, Conway road, Ashfield road and a state road, and in the state highway to a point about seventy-five feet south of the line of the south end of the Shelburne Falls station of the Boston and Maine railroad.

Several things are interesting here. One was "across said river" which seemed to skip over the whole bridge issue. And the trolley line did not go all the way to the station, passengers had to walk 75 feet to get to the station.

F. L. DAVENPORT - SF&C PRESIDENT

Freeman L. Davenport was born November 18, 1847 at Catamount Hill in Colrain, one of nine children of Levi and Susan Davenport. This farm was made famous as the site of the first flag-raising over a public schoolhouse in the United States in May 1812.

For fifteen years he was an engineer on passenger trains of the Fitchburg Division of the Boston and Maine Railroad Company. He was considered expert in this work because of his thorough knowledge of steam engines. In this connection it might be mentioned that he was interested in the Boston and Bangor Steamship Company, director of the Boston and Provincetown Steamship Company, and president of this company for a time. For twenty years he continued this work, often being called on to inspect the big boilers.

In 1896 he became interested with others in organizing a street railway between Shelburne Falls and Colrain. This project entailed frequent trips to the State House until the franchise was obtained, also frequent trips to New York to inspect the iron to be used in the tracks. He was one of the first to make the trip to Colrain in October 1896. Ten years later he was made president of the Street Railway Company, an office he held until his death. He was made a director of the Shelburne Falls National Bank in 1891 and held this office the remainder of his life. He was also selectman of Buckland for two years during the period of his residence there.

His marriage to Miss Mary Lida Davenport of East Charlemont provided him with firm home ties after the loss of his parents. The marriage, a particularly happy one, was blessed with three children — Harold P., owner of the Capt. Richmond Shop; Elmer, a superintendent of schools; and Louise P., devoted nurse for her mother through seventeen years of illness until her death June 21, 1955 at the age of ninety-four.

At the death of Levi Davenport, one thousand dollars was left to Arms Academy Trustees to provide free lectures on scientific subjects. Many fine lectures have been given, using the interest from this fund. One given by MacMillan, the arctic explorer, will be remembered by many.

His life is an example of what hard work, thrift, ambition, and interest in the welfare of the community can accomplish. He died December 6, 1923.

IT IS MEMBERSHIP RENEWAL TIME!

The Shelburne Falls Trolley Museum has about 120 members, or more if you count each person in a family membership. Members pay from \$20 for a Junior membership to \$1000 (once) for Life Time membership. This is a major source of income for us, and it is also a vote of confidence, since it tells us that you feel that what we are doing is worth your hard-earned cash.

Some of you have already renewed for 2023, thank you! If you haven't renewed for 2023 yet, please do so now. If you got your Transfer by USPS, your mailing label shows your membership year. If you got your eTransfer online, the email with your link will tell you if you are current or not.

Or write membership@sftm.org to find out your membership status.

CHANGES COMING FOR NEXT YEAR

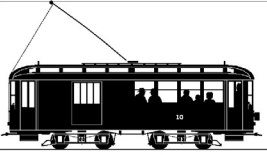
The Board of Directors recently decided that we will not plan to have Monday operations in 2023. At least they will not be listed on our advertising rack cards. We are rather tight on volunteers and Mondays were particularly difficult to cover. Since our volunteers are crucial to our operation, we decided to ease the burden on them.

We also decided to raise All-Day-Pass (aka "ticket") prices for the first time in many years. Adult tickets will go from \$4 to \$5, and we decided to expand the "youth" category to be 6-17 year olds, at \$3 (up from \$2 for 6-12 year-olds). Five and under are still free. Of course if you are a member this doesn't effect you, since your membership gives you free All-Day-Passes.

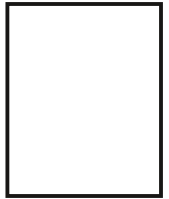


Dave Dye inspecting F&L No. 60 in 2008. We thank him for his many years of service as Board Chair.

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413/625-9443 www.sftm.org



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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.

BIG RAILROAD HOBBY SHOW!

Be sure to visit us at the Eastern States Exposition in West Springfield for Amherst Railway Society's Big Railroad Hobby Show. Hundreds of vendors and model railroad displays will be there. January 28 and 29.

<https://www.railroadhobbyshow.com/>

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.

THANKS FOR THE HELP!

Thank you to Marie, Alden, Tony, Nate and Rowan for contributing to this issue.

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

TRANSFER AVAILABLE ONLINE

If you only get the printed version of the Transfer and want to see the pictures in color, or want to look at back issues, go to:

<https://www.sftm.org/transfer/full/>

EDITOR'S NOTES

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